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No. 45*a*. Return to Order; Receipts and Expenditures chargeable to Consolidated Fund, from the 1st July to the 1st February, in the fiscal years terminating on the 30th day of June, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881 and 1882 respectively. (*Not printed.*)

No. 46... MONEY ON DEPOSIT:—Return to Order; Statement showing the amount of money on deposit on the 1st of February, 1882, whether in Canada or elsewhere, with the names of the banks where so deposited, also the amount of interest, &c.

No. 46*a*. Return to Order; Statement of the total amount on deposit with banks in Canada upon the last days in each month in the fiscal year 1880-81. (*Not printed.*)

No. 47... RIVER RESTIGOUCHE:—Return to Order; Report of H. F. Perley, Esquire, and C. F. Roy, Esquire, respecting the channel in the traverse of the River Restigouche. (*Not printed.*)

No. 48... CANADIAN PACIFIC RAILWAY:—Return to Address; Specifications, tenders, correspondence, &c., relative to the letting of the railway work between Emory's and Port Moody, B.C.

No. 48*a*. Supplementary ditto.

No. 48*b*. Agreement entered into between John Paterson and Her Majesty Queen Victoria, to erect section houses, &c., on the line of the Canadian Pacific Railway between Yale and Kamloops Lake, B.C. (*Not printed.*)
Also, between Andrew Onderdonk and Her Majesty Queen Victoria, for the construction of the section of the Canadian Pacific Railway from Emory's Bar to Port Moody, B.C. (*Not printed.*)
Also, between Andrew Onderdonk and Her Majesty Queen Victoria, for a steel or iron bridge over Fraser River at Lytton, B.C. (*Not printed.*)
Also, between Walter Oliver and Her Majesty Queen Victoria, to construct a passenger and freight station at Rat Portage, on the Canadian Pacific Railway, for $1,925, and the outhouse for $125, total $2,050, before the 15th August, 1881. (*Not printed.*)
Also, contract for freighting Engineers supplies from end of Section 15 to Section 42, Canadian Pacific Railway, with Robert Ferres, Peter Paul, and George Millwar, contractors. (*Not printed.*)

No. 48*c*. Return to Order; Letters and Reports from the Engineer in Chief to the Minister of Railways, also from the District Engineer of Manitoba District to the Engineer in Chief in connection with the increase of quantities on Contract 15, Pacific Railway. (*Not printed.*)
Also, Copies of Instructions given to Mr. Haney, and also what changes have been made in the grades and curvature since the winter of 1879-80. (*Not printed.*)

No. 48*d*. Return to Order; Correspondence, &c., on the subject of the rates to be charged on Canadian Pacific Railway.

No. 48*e*. CANADIAN PACIFIC RAILWAY:—Return to Address; Order in Council respecting the charter for the construction of the Canadian Pacific Railway, the charter itself, the deposit of a million, and the definition of the word "capital."

No. 48*f*.. Return to Address; Correspondence since the 22nd December, 1880, with Smith, Ripley & Co., upon the subject of the Georgian Bay Branch of the Pacific Railway contract. (*Not printed.*)

No. 48*g*. Return to Address; Correspondence relating to the rates for passengers and freight on any railway operated by the Canadian Pacific Railway Company, and of all Reports and Orders in Council affecting the same, and also of any special rates.

No. 48*h*. Return to Order; Correspondence on the subject of any railway, or projected railway, claimed by the Canadian Pacific Railway Company to be in derogation of their contract rights.

No. 48*i*.. Return to Order; Showing the approximate quantities of the several classes of work for the construction of the railway between Port Moody and Yale. (*Not printed.*)

No. 48*j*.. Return to Order; Copy of the cheque deposited by Andrew Onderdonk with his tender, which was accepted for the construction of the railway from Port Moody to Emory's Bar. (*Not printed.*)

No. 48*k*. Return to Order of 21st February, 1881; Copies of contract between one Ham McMicken, acting for himself or as an agent, and T. J. Lynskey, Superintendent of the line of the Canadian Pacific Railway from Emerson to St. Boniface, in relation to the carrying and delivery of freight in Winnipeg, &c. (*Not printed.*)

No. 48*l*.. Return to Order of the 21st February, 1881: Letters, documents, &c., in relation to difficulties between one Ham McMicken, or T. J. Lynskey and Robert Tait, with reference to the ferry between St. Boniface and Winnipeg. (*Not printed.*)

No. 48*m*. Return to Order of 11th February, 1881; Showing the cost of the surveys and location of the second one hundred miles west of Red River of the Canadian Pacific Railway, from 1st January, 1879, to 1st February, 1881. (*Not printed.*)

No. 48*n*. Return to Address; Correspondence with the C.P.R. Company, on the subject of the route of any part or branch thereof, and a statement of the expenditure by the Government on the line to the westward of Winnipeg.

No. 48*o*. Return to Address; Correspondence, &c., in relation to any payments of money to the Canadian Pacific Railway Company, with a detailed statement of all such payments. (*Not printed.*)

No. 48*p*. Return to Address; Correspondence, &c., in relation to the acceptance of the Land Grant Bonds of the Canadian Pacific Railway Company by the Government for any public purpose.

No. 48*q*. Return to Address; Correspondence, &c., in relation to any grants or reservations of land for the Canadian Pacific Railway Company. (*Not printed.*)

No. 48*r*. Return to Order; Correspondence with the Canadian Pacific Railway Company, respecting all claims made by said Company for stone, &c., used for the construction of the said road. (*Not printed.*)

No. 48*s*.. Return to Order; Detailed Statement of all deposits of money made by the Canadian Pacific Railway Company with the Government, also of any purchases made by the Company from the Government. (*Not printed.*)

No. 48*t*.. Report of the Royal Commission on the Canadian Pacific Railway, being Vols. 1, 2 and 3 of the evidence taken before them. (*Not reprinted for Sessional Papers.*)

No. 48*u*. Return to Order; Statement of the sums expended in connection with the Canadian Pacific Railway Commission, and correspondence, &c., as to the printing of the evidence or Report. (*Not printed.*)

No. 48*v*. Further Supplementary Return to Address; For advertisements, specifications, &c., relating to the letting of the railway work between Emory's Bar and Port Moody, B.C.

No. 48*w*. CANADIAN PACIFIC RAILWAY:—Return to Order; Copies of all contracts for the construction of any part of the Canadian Pacific Railway, made by the Company with any firm, since the date of the previous order.

No. 48*x*. Return to Order; Correspondence, &c., relating to the allowances proposed to be paid to Canadian Manufacturers of certain goods required by the Canadian Pacific Railway Company. (*Not printed.*)

No. 48*y*. Return to Order; Correspondence, &c., in respect to measures being taken to ensure to the Maritime Provinces, the winter terminus of the Canadian Pacific Railway. (*Not printed.*)

No. 48*z*.. Communication from the Secretary of the Canadian Pacific Railway Company, dated Montreal, 30th March, 1882, applying to have the location of the line between the western terminal point of the subsidized portion of the Canada Central Railway (now Canadian Pacific) and Algoma Mills, already alluded to, the Sault Ste. Marie Branch approved. (*Not printed.*)

No. 48*aa* Return to Address; Correspondence between the Canadian Pacific Railway Company and the Government, relating to the Company or its affairs (*Not printed.*)

No 48*bb* Return to Order; Detailed Statement of the particulars of the charges made against the Canadian Pacific Railway Company for work performed on the first hundred miles west of Red River. (*Not printed.*)

No. 48*cc* Return to Address (*Senate*); Communications addressed by Mr. Sandford Fleming to the Secretary of State on the subject of the Report of the recent Railway Commission as laid before both Houses of Parliament.

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No. 49... PORT DANIEL HARBOR:—Return to Order; Report of the Engineer who made the survey of the Harbor of Port Daniel, in 1881. (*Not printed.*)

No. 50... EXPORTS AND IMPORTS:—Return to Order; Return of the Exports and Imports from the 1st July to the 1st January, in each of the years 1877, 1878, 1879, 1880, 1881 and 1882, respectively. (*Not printed.*)

No. 51... WOOD EXPORTED FROM CHICOUTIMI AND SAGUENAY:—Return to Order; Statement showing the total value of Wood manufactured or unmanufactured exported from the United Counties of Chicoutimi and Saguenay, during the year ending 30th June last. (*Not printed.*)

No. 52... FISH EXPORTED FROM CHICOUTIMI AND SAGUENAY:—Return to Order; Statement showing the total value of Fish, Fish Oils, Furs and Skins of Marine Animals exported from the United Counties of Chicoutimi and Saguenay, during the year ended 30th June last. (*Not printed.*)

No. 53... MOOSE, YORK AND CHURCHILL CUSTOMS DUTIES:—Return to Order; Showing the amount received for duties at the Ports of Moose, York and Churchill, during the years from 1876 to 1881, inclusive; also the amount paid to Customs Officers at the several ports. (*Not printed.*)

No. 54... HUDSON BAY, RAILWAY TO:—Return to Address; Correspondence between the Government of Canada and any other parties in reference to the proposed Railway from Manitoba to Hudson Bay. (*Not printed.*)

No. 55... BANKS, CIRCULARS SENT TO:—Return to Order; Copies of three Circulars asking for information recently directed, under instructions of the Minister of Finance, to several of the Banks, with the names of the Banks to which they were directed.

No. 56... PASPEBIAC HARBOR:—Return to Order; Report of the Engineer who made the Survey of the Harbor of Paspebiac in 1874 and 1875. (*Not printed.*)

No. 57... DOMINION STATUTES:—Official Return of the Distribution of the Dominion Statutes of Canada, being 44 Victoria, 3rd Session, 4th Parliament, 1880-81. (*Not printed.*)

No. 58... BONDS AND SECURITIES:—Statement of all Bonds and Securities registered in the Department of the Secretary of State of Canada, under the Act 31 Victoria, chapter 37, section 15. (*Not printed.*)

No. 59... CANADIAN TOBACCO:—Return to Order; Statement showing the amount in detail, for each county, of the Revenue produced by the duty on Canadian Tobacco, the cost of collecting, and the amount of Fines levied between the 1st January and 31st December, 1881.

No. 59*a*. Return to Order; Statement showing amount of duties collected on Canadian Tobacco, the costs of Stamps used, &c., and of all or any expenses defrayed out of the public chest. (*Not printed.*)

No. 59*b*. Return to Order; Return of all Canadian grown Tobacco seized by officers of the Department of Inland Revenue within the Province of Quebec, during the years 1875, 1876, 1877 and 1878. (*Not printed.*)

No. 59*c*. Return to Order; List of all persons appointed as Tobacco Inspectors, under Act 42 Victoria, chapter 19. (*Not printed.*)

No. 59*d*. Return to Order; Statement showing the names of the persons in the second Registration District of the County of Rimouski who have paid the tax on tobacco of their own growth sold by them. (*Not printed.*)

No. 60... KINGSVILLE HARBOR:—Return to Order; Reports of H. F. Perley, Esq., Chief Engineer, Department of Public Works, respecting Kingsville Harbor. (*Not printed.*)

No. 61... SEIZURES AND FINES:—Return to Order; Showing the number of seizures made at each Port of Entry of the Dominion, during the fiscal year ending 30th June, 1881; the fines exacted and how disposed of. (*Not printed.*)

No. 61*a*. Return to Order; Showing the number and nature of the several seizures made at the different Ports of Entry of the Dominion from the 30th day of June, 1881, to the 1st day of January, 1882, and the amount of fines exacted in each case disposed of. (*Not printed.*)

No. 62... STEAMBOATS, INSPECTION OF:—Return to Order; Copy of all Rules and Regulations for the Inspection of Steamboats in force in the years 1879 and 1880, also a copy of any Inspector's certificate, granted to the steamer *Waubuno* navigating the waters of the Georgian Bay, Lake Huron in 1879, &c. (*Not printed.*)

No. 63... NAPOLEON III., STEAMER:—Return to Order; Reports respecting the condition of the engines and boilers of the Government Steamer *Napoleon III.*, since 1st January, 1878, with copies of tenders for new engines and boilers, &c. (*Not printed.*)

No. 64... VESSELS, U.S., REGISTERED IN CANADA:—Return to Order; Statement showing the number of vessels propelled by wind or steam which were built in the United States and registered in Canada between the 1st January, 1878, and the 1st January, 1880. (*Not printed.*)

No. 64*a*. Return to Order; Showing the name and number of all boats or sailing vessels lost on Canadian inland waters, since 1870, with the value of property and number of lives lost and the causes of the losses. (*Not printed.*)

No. 64*b*. Return to Address; Correspondence in reference to loss of vessels on our inland waters in consequence of overloading or shifting of cargoes.—(*Not printed.*)

No. 65... MARINERS' SICK FUND:—Return to Order; Statement of the annual amounts collected on ships frequenting the River Saguenay, from 1st July, 1867, to 1st July last, for the Sick and Disabled Mariners' Fund. (*Not printed.*)

No. 66... DRUID, STEAMER:—Return to Order; Return of all tenders forwarded to the Department of Marine and Fisheries for the construction of new feathering wheels, &c., to the engine of the Government steamer *Druid*, Engineer's reports, &c. (*Not printed.*)

No. 67... A. S. MCEDWARDS, DISMISSAL OF:—Return to Order; Papers in connection with the dismissal of A. S. McEdwards, late postmaster at Neustadt. (*Not printed.*)

No. 68... POINT AUX TREMBLES, WHARF AT:—Return to Order; Report of the Engineer appointed by the Government o ascertain the possibility of constructing a wharf at Point aux Trembles, in the County of Portneuf, with the plans, &c. (*Not printed.*)

No. 69... RAILWAY CO. RETURNS, N.S.:—Returns furnished by railway companies in Nova Scotia, under 38 Victoria, chapter 25. (*Not printed.*)

No. 70... LOUISE BRIDGE:—Return to Order; Correspondence between the Department of Railways and the Council of the City of Winnipeg on the subject of the Louise Bridge. (*Not printed.*)

No. 71.. EEL FISHERY, RIVER RICHELIEU:—Return to Address (*Senate*); Documents bearing dates between January, 1874, and 18th March, 1881, in the possession of the Department of Marine and Fisheries, relating to the rights of Joseph Goyette, Pierre Dionne and Toussaint Huot, in an eel fishery situate in the bed of the River Richelieu. (*Not printed.*)

No. 72... LAVAL UNIVERSITY:—Return to Address; Relating to the Act passed by the Quebec Legislature, at its last Session respecting Laval University, and the petitions asking for the disallowance of the said Act. (*Not printed.*)

No. 73... CANADIAN SHIPS AND FRENCH PRODUCTS:—Return to Address (*Senate*); Respecting the sale of Canadian built ships in France on the same favorable terms as are enjoyed by vessels of British construction; also as to the admission of French products into this country on more favorable terms. (*Not printed.*)

No. 74... TELEGRAPH, CAPE SABLE:—Return to Order; Correspondence with the Department of Public Works, asking the Government to provide for telegraphic communication between Cape Sable Island and the mainland, in the County of Shelburne. (*Not printed.*)

No. 75... MINING ACT, QUEBEC:—Return to Address; Copies of the Act passed by the Quebec Legislature in the Session of 1880 respecting mines; of the petitions praying for the disallowance of the said Act, and the Report of the Minister of Justice. (*Not printed.*)

No. 76... INDIANS, ARREARS DUE TO:—Return to Address; Correspondence between the Government of the Dominion and the Government of Ontario in reference to the arrears due to the Indians of Lakes Huron and Superior under the Robinson Treaty.

No. 77... ST. MICHEL WHARF:—Reports in relation to improvements, &c., to be made on the Wharf at St. Michel, County of Bellechasse. (*Not printed.*)

No. 78... ACADIA STEAMSHIP COMPANY'S PIERS:—Return to Order; Correspondence relating to the construction of the Acadia Steamship Company's Pier at Annapolis, and any estimates of the cost. (*Not printed.*)

No. 79... WINTER COMMUNICATION, P.E.I.:—Return to Order; Correspondence in reference to the improvement of winter communication between Prince Edward Island and the mainland.

No. 79*a*. Supplementary do do do

No. 80... NORTH-WEST MOUNTED POLICE SUPPLIES:—Return to Order; Copy of the Contract entered into by the Government, in 1880, with J. G. Baker & Company, of Fort Benton, for furnishing supplies for the North-West Mounted Police.

No. 81... INTERCOLONIAL RAILWAY:—Return to Order; Copies of all tariffs of rates for freight or passengers on the Intercolonial and Prince Edward Island Railways; and Statement of all special rates. (*Not printed.*)

No. 81*a*. Return to Order; Account of stock taken in the stores or shops of the Intercolonial Railway at Moncton, during the years 1879 and 1880. (*Not printed.*)

No. 81*b*. Return to Order; Showing the average number of miles of the Intercolonial Railway worked each year; the cost per mile of running the road, and the average quantity of freight carried, and the average earnings per mile each year.

No. 81*c*. Return to Order; Showing the working expenses and revenue of the Intercolonial Railway in each of the years 1877, 1878, 1879, 1880 and 1881; the number of employés and their salaries, and the number of miles run.

No. 81*d*. Return to Order; Showing the number of locomotives and cars, &c., at the several workshops of the Intercolonial Railway now undergoing or awaiting repairs. (*Not printed.*)

No. 81*e*. Return, and Supplementary Return, to Order; Tenders, Correspondence, &c., respecting the purchase of second hand coal hoppers from or through R. Burland.

No. 81*f*. INTERCOLONIAL RAILWAY:—Return to Order; Statement and complaint of J. St. Laurent in relation to the killing of a horse by the cars on the branch of the Intercolonial Railway at Rimouski, and Report of Mr. Rennie annexed. (*Not printed.*)

No. 81*g*. Return to Order; Reports made by Frank Shanly on claims made by contractors or others on the Intercolonial.

No. 81*h*. Return to Order; Showing what branches or sidings of the Intercolonial Railway were built or commenced during the year 1881, the length and cost of each, &c.

No. 81*i*.. Return to Order; Showing, in detail, the expenditure of $24,372.54 described in the Minister of Railway's Report, Appendix No. 3, for completion of the Intercolonial. (*Not printed.*)

No. 81*j*. Return to Order; Showing the total cost to date of the portion of the Intercolonial Railway between River du Loup and the terminus at Hadlow, or Chaudière Junction.

No. 81*k*. Comparative Statement of the operations, Intercolonial Railway, from 1st July, 1876 to 1880-81.

No. 81*l*. Capital account, Intercolonial Railway, of the quantity of rolling stock delivered and to be delivered, and of the expenditure thereon, from 1st July, 1874, to 1st July, 1883.

No. 81*m*. Memorandum of the steel rails renewals, Intercolonial Railway, during the years 1874-75 to 1878-79.

No 81*n*. Return to Order; Statement showing the quantities of Spring Hill coal, delivered at St. John and intermediate stations by the Intercolonial Railroad during the year ending 31st December, 1881; also rates of freight, &c. (*Not printed.*)

No. 81*o*. Return to Order; Copies all of documents relating to the claim of Félix Caron and Henriette Chouinard, both of St. Jean Port Joli, against the Intercolonial Railway. (*Not printed.*)

No. 81*p*. Return to Order; Showing what number of locomotives, passenger freight and coal cars, and other rolling stock, were purchased or contracted for or built at the Government workshops during the year ending 31st December, 1881.

No. 81*q*. Return Order; Report of the section men, in relation to damages caused by fire from the locomotives to the property of Mr. Ferdinand Bellevance. (*Not printed.*)

No. 81*r*. Return to Order; for advertisements, or circulars asking for tenders for the supply of iron and iron manufactures, &c., required for the use of the Intercolonial Railway, during the period from 30th June, 1880, to 31st December, 1881.

No. 82... MANITOBA BOUNDARIES:—Return to Address; Copy of the Proclamation bringing into force the Act extending the Boundaries of the Province of Manitoba. (*Not printed.*)

No. 82*a*. Return to Address; Despatches between the Governments of Canada and Manitoba, in reference to the extension of the Boundaries of Manitoba, and also in reference to further grants of money to that Province.

No. 83... FACTORIES, COMMISSIONERS:—Return to Order; Instructions to, and correspondence with the Commissioners on Factories, including instructions and correspondence as to information on other points than those contained in the Report laid on the Table, with certain detailed Statements in the possession of the Government, &c.

No. 84... COTTONS, CANADIAN AND FOREIGN:—Return to Order; Statements in the possession of the Government showing the cost of the specified brands of like qualities of Canadian and Foreign Brown and White Cottons. (*Not printed.*)

No. 85... FABRE, SENATOR:—Return to Address (*Senate*); Correspondence between the Government and Senator Fabre, together with the amount of compensation paid him for travelling and other expenses. (*Not printed.*)

No. 86... METEOROLOGICAL SERVICE:—Return to Order; Statement showing the amounts paid for the Meteorological Service of Canada during the years 1877, 1878, 1879, 1880 and 1881. (*Not printed.*)

No. 87... BRITISH CANADIAN LOAN AND INVESTMENT COMPANY:—List of the Shareholders of, with Statement of its affairs. (*Not printed.*)

No. 88... LONDON POST OFFICE:—Return (in part) to Address; Report made by Post Office Inspector Dewe about 1880, on the defaults and irregularities in the London Post Office. (*Not printed.*)

No. 88*a*. Supplementary Return to Address; Report made by Post Office Inspector Dewe about 1880, on the default and irregularities in the London Post Office. (*Not printed.*)

No. 88*b*. Return to Address; Correspondence, &c., relating to J. J. Ross and G. Gordon, late Clerks in the London Post Office, and to their superannuation. (*Not printed.*)

No. 89... VANCOUVER ISLAND, TELEGRAPH ON:—Return to Order; For Papers asking that the Telegraph Line on the east coast of Vancouver's Island be extended to Comox. (*Not printed.*)

No. 90... ANNIE STEWART, TUG BOAT:—Return to Order; Statement of Services performed for the Government by the Tugboat *Annie Stewart*, during the past three years, and copies of contracts entered into with the owners. (*Not printed.*)

No. 91... GRINDING IN BOND:—Return to Address; Correspondence, regulations, &c., on the subject of Grinding in Bond, with a Statement of all Bonds given under the regulations, and of any action taken thereon, and of the present condition of things in respect of each such Bond, &c. (*Not printed.*)

No. 92... FLOUR, MEAL, &C., IN NOVA SCOTIA:—Return to Order; Statement of Flour, Meal and Corn entered for consumption at the different Ports of Entry, in all the Counties of the Province of Nova Scotia, from 15th March, 1879, to the 30th September, 1881.

No. 93... ST. HYACINTHE IMPORTS, &C.:—Return to Order; Statement of the Imports at the Port of St. Hyacinthe, from the 1st July, 1881, up to the 1st February, 1882; also of the Receipts and Expenditure at the same Port during the same period. (*Not printed.*)

No. 94... FLOUR BARRELS, EVASION OF DRAWBACK:—Return to Order; Correspondence in possession of the Government, as to the use of barrels or parts of barrels in which American flour had been imported for the purpose of exporting Canadian flour in evasion of regulations as to drawback. (*Not printed.*)

No. 95... DIXON, JAMES D., SUPERANNUATION OF:—Return to Order; Relating to the Superannuation of James D. Dixon, Collector of Customs, Sackville, and the appointment of his successor, Wm. C. Milner. (*Not printed.*)

No. 96... FOREIGN LIFE ASSURANCE COMPANIES, LIST OF:—Return to Order; List of the names of Foreign Life Assurance Companies who have made deposits with the Government for the sole benefit of Canadian policyholders. (*Not printed.*)

No. 97.. SAGUENAY COUNTY, POSTAL COMMUNICATION:—Return to Order; Petitions and Correspondence addressed to the Government respecting postal communication on that part of the north shore of the River St. Lawrence, comprised in the County of Saguenay. (*Not printed.*)

No. 98... MANITOBA LAKE, LEVEL OF:—Return to Order; Reports of Engineers and Correspondence respecting the lowering of the present level of the water in Lake Manitoba. (*Not printed.*)

No. 98*a*. Supplementary Return to Order; Reports of Engineers and Correspondence respecting the lowering of the present level of the water in Lake Manitoba. (*Not printed.*)

No. 99... WOOL IMPORTED:—Return to Order; Showing the number of pounds of wool imported into the Dominion since the 30th June, 1881, and the amount collected therefor. (*Not printed.*)

No. 100. SELKIRK, TELEGRAPH OPERATION:—Return to Order; Statement of the receipts and expenses in connection with the maintenance and operation of the telegraph line from Selkirk to Fort Edmonton and from Selkirk to Winnipeg. (*Not printed.*)

No. 101. QUARANTINE STATIONS FOR CATTLE:—Return to Order; List of Quarantine Stations authorized under the Regulations for the importation of cattle for breeding purposes. (*Not printed.*)

No. 102. ANDERSON, JAMES, CROWN TIMBER AGENT, WINNIPEG:—Return to Order; Letters of Instructions from Lindsay Russell, Esq., Deputy Minister of the Interior, to James Anderson, Crown Timber Agent at Winnipeg, relating to disposal of timber for lumber, railway ties or cordwood, since 1st March, 1881. (*Not printed.*)

No. 103. PROVINCIAL RAILWAYS:—Return to Address; Copy of any Resolution of any Provincial Legislative body transmitted to His Excellency on the subject of the exercise by the Parliament of Canada of the power to declare Provincial Railways to be for the general advantage of Canada. (*Not printed.*)

No. 104. THOMAS RYAN, APPOINTMENT OF:—Return to Order; Correspondence in relation to the appointment of Mr. Thomas Ryan as Engineer of the Custom House at Montreal. (*Not printed.*)

No. 105. PICTOU DRY DOCK:—Return to Order; Correspondence in connection with the Dry Dock at Pictou. (*Not printed.*)

No. 106. WOOD, E. B., C.J., MANITOBA:—Return to Address; Answer of the Honorable Edmund Burke Wood, Chief Justice of Manitoba, to the Petition of Henry J. Clarke, Q.C., of Winnipeg, and others, presented to the House of Commons, 4th March, 1881.

No. 107. TORONTO RAILWAY CROSSINGS:—Return to Order; Reports of Government Engineers relative to the different Railway Crossings at Queen and Dufferin Streets, in the City of Toronto. (*Not printed.*)

No. 108. BANK OF UPPER CANADA:—Memorandum; On the Estate of the late Bank of Upper Canada.

No. 108*a* Statement of the indebtedness of the Bank of Upper Canada to the Government, amounting to $1,150,000, up to date.

No. 109. ROYAL MILITARY COLLEGE:—Return to Order; Showing the various changes in the organization of the Royal Military College, since its establishment to 1st February, 1882. (*Not printed.*)

No. 109*a* Return to Order; Detailed list of Cadets of the Royal Military College, past and present, who were born in the United States. (*Not printed.*)

No. 109*b* Return to Order; Showing the number of Cadets who have been admitted to the Royal Military College since its opening; the number graduated, the number left without graduating, and the number now on the strength of the College, &c. (*Not printed.*)

No. 109*c* Return to Order; Return of Graduates holding commissions in the Militia, who have attended the training of Battalions to which they are attached, since July last. (*Not printed.*)

No. 109*d* Return to Order; Showing the salary paid to Professor Ferguson, the number of Cadets attending his classes, and the number of lectures given by him, from 1st November, 1881, to 1st February, 1882. (*Not printed.*)

No. 109*e* Return to Order; Names of the staff and employés in connection with the Royal Military College, with their salaries, allowances and duties. (*Not printed.*)

No. 109*f* Return to Order; Correspondence between the Commandant of the Royal Military College and the Militia Department in reference to the appointment of a Captain of Cadets, in place of Major Ridout. (*Not printed.*)

No. 109*g* Return to Order; Correspondence between the Commandant of Royal Military College at Kingston, the Major General Commanding and the Minister of Militia relating to the removal of Major Ridout from the Royal Military College Staff. (*Not printed.*)

No. 110. RED RIVER EXPEDITION:—Return to Address; Showing the names of the Officers who took part in the Red River Expedition of 1870-71, those of the "Ontario Rifles" as those of the "Quebec Rifles." (*Not printed.*)

No. 111. FLETCHER, LIEUT.-COL:—Return to Order; Correspondence with the Department of Militia and Defence, in relation to the retirement of Lieut.-Col. John Fletcher, late Assistant Adjutant-General, Military District No. 5, and the bonus granted him. (*Not printed.*)

No. 112. SUPREME COURT:—General Order No. 80 of the Supreme Court of Canada (in compliance with the provisions of sec. 79 of the Supreme and Exchequer Court Act.) (*Not printed.*)

No. 113. EXPENSES TO ENGLAND:—Return to Order; Showing the expenses incurred by the several Members of the Government, or of any persons in the service of the Government, sent to England or elsewhere, from the 10th February, 1880, to date.

No. 114. GALT, SIR A. T.:—Return to Order; Showing all sums paid to Sir A. T. Galt, as High Commissioner. Also, amount paid for rent and outfit of his residence in London, also travelling expenses, since July, 1878.

No. 115. MATANE, WHARF AT:—Return to Order; Engineer's Report respecting the repairs made to the Wharf of Matane, and the improvements necessary to be made. (*Not printed.*)

No. 116. COURTNEY RIVER:—Return to Order; Copy of the Dominion Agent's Report on Courtney River, in Comox District. (*Not printed.*)

No. 117. GRAIN, &C., DUTY PAID ON:—Return to Order; Showing the quantity, value and duty paid on the Imports entered for consumption of "Grain and Products of Grain," also of "Animals," also of "Fruits and Provisions," for the years 1878, 1879, 1880 and 1881.

No. 118. COAL EXPORTED:—Return to Order; Showing the quantity of Coal exported from the Ports of Nova Scotia in 1877-78, 1878-79 and 1880-81, and to what countries. Also, the quantity of Coal carried upwards through the St. Lawrence Canals, &c.

No. 119. CUSTOMS BOATMEN AT QUEBEC:—Return to Order; Copies of Petitions from the Customs Boatmen of the City of Quebec, applying to be supplied with uniforms, and the replies thereto. (*Not printed.*)

No. 120. GOODS MANUFACTURED IN QUEBEC:—Return to Order; Statement of the Goods which were manufactured in the Province of Quebec, and exported to British Columbia, between 1st January, 1880, and 1st January, 1882, and their value. (*Not printed.*)

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No. 121*a* Return to Order; Reports from General Luard or any other officer or Court, relating to the command or discipline observed in the 27th Battalion of Volunteer Militia, or any complaints from any officer of the Battalion. (*Not printed.*)

No. 122. MR. JUSTICE JETTÉ:— Return to Order; Copy of the opinion or judgment of Mr. Justice Jetté, in a recent case affecting the validity of a marriage in the Province of Quebec, in which certain questions were referred to an ecclesiastical authority. (*Not printed.*)

No. 123. CAPTAIN ALLAN:—Return to Address; Correspondence, &c., relating to the dismissal or resignation of Captain Allan from the Public Service. (*Not printed.*)

No. 124. HALF-BREED MINORS' CLAIMS:—Return to Order; Copies of all Claims made under the Manitoba Act, by Half-breed Minors and others, who were temporarily absent on the 15th July, 1880. (*Not printed.*)

No. 125. GEORGIAN BAY:—Return to Order; Correspondence concerning the Boat Licensing System and its operation as it affects the Georgian Bay, Ontario; and with regard to the formation of a company to become licensees of the fishing grounds. (*Not printed.*)

No. 126. SOURIS HARBOR, P.E.I.:—Return to Order; Correspondence, &c., relating to the Harbor Improvements at Souris West, in Prince Edward Island. (*Not printed.*)

No. 127. HAMILTON CUSTOM HOUSE:—Return to Order; Petition of the citizens of Hamilton for the purchase of a site and erection thereon of a new Custom House, &c. (*Not printed.*)

No. 128. PUBLIC PRINTING WITHOUT CONTRACT:—Return to Address; Showing the amount paid for printing by Order of the Government to any person other than the contractor for Parliamentary Printing.

No. 129. ADVERTISING:—Return to Order; Showing the amount paid for advertising in the various newspapers, with a list of the same. (*Not printed.*)

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No. 131. WINDSOR AND ANNAPOLIS RAILWAY:—Return to Order; Statement showing separately the gross earnings on local and through traffic on the lines of railway worked by the Windsor and Annapolis Railway Company, and the mode of division by which the sum of $21,216 is arrived at as payable to the Government. (*Not printed.*)

No. 132. VANCOUVER ISLAND RAILWAY:—Return to Address; Correspondence, &c., relating to the construction of a railway on Vancouver Island. (*Not printed.*)

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No. 136. CUSTOMS CIRCULARS:—Return to Order; Circulars, &c., issued by the Customs relating to the interpretation of the several classes of goods imported, and the duties to be levied thereon from the 1st January, 1874, to 14th March, 1879. (*Not printed.*)

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No. 137. MORSE, D. J., DISMISSAL OF:—Return to Order; Correspondence in reference to the dismissal of D. J. Morse, as sub-Collector of Customs, at Bear River, in the County of Annapolis. (*Not printed.*)

No. 138. MALT LIQUORS, DUTIES ON:—Return to Order, of the various modes which have hitherto been adopted for collecting duties from malt and malt liquors; also any information as to the mode in vogue in the United States and Great Britain. (*Not printed.*)

No. 139. TRAMWAY AT GRAND RAPIDS, SASKATCHEWAN:—Return to Order; Concerning the granting of a Charter to the Hudson's Bay Company to construct a tramway around the North Shore of the Grand Rapids of the Saskatchewan.

No. 140. ARISAIG AND CAPE GEORGE PIERS, AND BAYFIELD BREAKWATER, N.S.:—Return to Order; Reports of Engineers and Petitions respecting Arisaig Pier, Cape George Pier, and Bayfield Breakwater, N.S., since 30th September, 1878. (*Not printed.*)

No. 141. PROVINCIAL LEGISLATURES, ACTS OF:—Return to Address; Return of all Provincial Acts passed by the several Local Legislatures, and disallowed by the Government of the Dominion since July, 1867; also those that have been amended in conformity with the request of the Dominion Government, and also of those which have been declared *ultra vires* by Her Majesty's Privy Council, &c.

No. 141*a* Return to Address; Correspondence, &c., relating to Acts or reserved Bills of Provincial Legislatures not already asked for by Address or Order of the House.

No. 141*b* PROVINCIAL LEGISLATURES, ACTS OF:—Return to Address (*Senate*); Correspondence, &c., relating to Acts of Provincial Legislatures passed since 1st January, 1880, or reserved for the signification of Her Majesty's pleasure thereon.

No. 142. PUBLIC BUILDINGS, MANITOBA:—Report of a Committee of the Hon. the Privy Council, approved by His Excellency the Governor General on the 8th April, 1880, respecting a Memorandum, dated 20th March, 1880, of the Delegates of the Province of Manitoba, appointed to confer with the Privy Council in relation to the erection of Public Buildings, &c. (*Not printed.*)

No. 143. HEALTH OFFICERS, HALIFAX AND ST. JOHN:—Return to Order; Circulars and instructions issued to the Health Officers at Halifax and St. John, N.B., in regard to vessels arriving at those Ports and having contagious diseases on board. (*Not printed.*)

No. 144. TORONTO HARBOR:—Memorandum with Plan relating to the past and present state of the Harbor of Toronto, Ontario, prepared by direction of the Hon. Sir Hector Langevin, C.B., Minister of Public Works, and Report by James B. Eads, Esq., C.E.

No. 145 COWICHAN RIVER:—Return to Order; Statement showing the money expended on Cowichan River and the Surveyor's Report as to the completion of the work as per contract. (*Not printed.*)

No. 146. PRINCE EDWARD ISLAND RAILWAY:—Return to Order; Statement showing list of articles on which Freight rates have been lowered on the Prince Edward Island Railway since 1878, also, relating to further lowering of rates, including Passengers' Fares. (*Not printed.*)

No. 146*a* Comparative Statement of operations, Prince Edward Island Railway, from 30th June, 1875, to 30th June, 1881.

No. 146*b* Return to Order; Correspondence, &c., relating to the construction of a Branch Railway between Harmony Station, on Prince Edward Island Railway, and East Point.

No. 147. EXPORTS AND IMPORTS:—Return to Order; Summary Statement for the six months ending December 31st, 1881, of the quantity and value of the exports of each Province and for the Dominion, of the Produce of the Mine, Fisheries and Forest, &c. Also, Statement of the Imports of the same articles for the same period.

No. 148. DRAWBACKS ON GOODS:—Return to Order; Return of all claims presented for Drawbacks on goods manufactured for export since January 22nd, 1881, showing the names of all applicants, &c. (*Not printed.*)

No. 149. McLAREN *vs.* CALDWELL, AND STREAMS BILL:—Return to Address; Copy of the Judgment of the Court of Chancery and the Court of Appeal of Ontario in the case of McLaren *vs.* Caldwell *et al.* Also correspondence relating to the disallowance of the Streams' Bill. (*Not printed.*)

No. 149*a* Return to Address; Correspondence, &c., relating to an Act of the Legislature of the Province of Ontario, intituled; An Act for protecting the Public Interests in Rivers, Streams and Creeks," disallowed by His Excellency in Council.

No. 150. FLETCHER, THOMAS:—Return to Address; Correspondence and all other documents connected with the Petition to be set at liberty, made by Thomas Fletcher, sentenced 8th June, 1881, by the Court of General Sessions of the Peace for the District of Montreal. (*Not printed.*)

No. 151. NEW BRUNSWICK, CONVICTIONS IN COUNTY COURTS:—Return to Order; Return of persons convicted in the Circuit and County Courts of New Brunswick during the past three years; the sentences imposed, and also of the Prisoners in the Penitentiary under the commitment of the Police Magistrates of the City of St. John, and Town of Portland. (*Not printed.*)

No. 152. FISHING LICENSES, ST. VALIER:—Return to Order; Reports, &c., respecting the Fisheries and Fishing Licenses granted to François Ruelland and Jean B. Langlois, of St. Valier, &c. (*Not printed.*)

No. 153. VOLUNTEER COMPANIES, ALGOMA:—Return to Order; Applications made to the Department of Militia and Defence to be allowed to form Volunteer Companies in the District of Algoma. (*Not printed.*)

No. 154. MANITOBA, ADMINISTRATION OF JUSTICE :—Return to Address ; Correspondence with reference to any commission issued by the Local Government of Manitoba, affecting the mode of administering justice in that Province. (*Not printed.*)

No. 155. CASTLE GARDEN PROPERTY, QUEBEC :—Supplementary Return to Order (20th December, 1880) for papers which have been furnished the Government in support of the claim of Henry A. P. Holland, to the Castle Garden Property, Quebec. (*Not printed.*)

No. 156. ST. ANACLET RAILWAY STATION :—Return to Order; Correspondence between the Government and interested persons of St. Anaclet and of Point au Pères, respecting the erection of a Railway Station in the Parish of St. Anaclet. (*Not printed.*)

No. 157. KINGSTON AND PEMBROKE RAILWAY :—Return to Order ; Correspondence, &c., respecting complaints against the location and manner of working of the Kingston and Pembroke Railway in the City of Kingston. (*Not printed.*)

No. 158. PEMBROKE AND CANADA CENTRAL RAILWAY :—Return to Address ; Copy of a Petition presented to His Excellency by the Corporation of the Town of Pembroke, in the County of Renfrew, dated 30th January, 1879, praying that the said Town may be relieved from the payment of a bonus of $75,000.00 granted to the Canada Central Railway to secure the extension of the said Railway. (*Not printed.*)

No. 159. COUNTY COURT JUDGES :—Return to Address; Correspondence in relation to the tenure of office of the County Court Judges in any of the Provinces. (*Not printed.*)

No. 160. EXTRADITION :—Return to Address ; Correspondence as to Extradition and as to the last Canadian Extradition Act. (*Not printed.*)

No. 161. RAINY RIVER, WATER POWERS :—Return to Order; Showing the Report and Survey of Mr. McLatchie, D.L.S., on the water powers on the Rainy River, at or near Rat Portage. (*Not printed.*)

No. 162. CUSTOMS' SEIZURES, HUDSON'S BAY :—Return to Order ; Return of all Customs' Seizures, made at Moose, York, Churchill and all other Ports in Hudson Bay during the past seven years. (*Not printed.*)

No. 163. CANADA TEMPERANCE ACT :—Return to Order ; Annual Returns made by the Licensed Druggists or vendors of Liquors under the Canada Temperance Act of 1878, where the law has been adopted. (*Not printed.*)

No. 164. RAILWAYS IN MANITOBA :—Return to Address ; Correspondence affecting any Railway Companies chartered either by the Legislature of Manitoba or by the Parliament of Canada, in Manitoba or the North-West, relating either to grants or reservations of lands or questions of route. (*Not printed.*)

No. 165. MAGEE'S, MR., REMOVAL FROM OFFICE :—Return to Order; Correspondence, &c., respecting the removal from office of Mr. Magee, lately Postmaster at Greenwood, N.S., and the appointment of Marsden Foster. (*Not printed.*)

No. 166. WINNIPEG SOUTH EASTERN RAILWAY :—Return to Address (*Senate*) ; Correspondence, &c., relating to an Act of the Legislature of the Province of Manitoba, intituled : "An Act to incorporate the Winnipeg South Eastern Railway "Company," disallowed by His Excellency in Council.

No. 167. JUDICIAL APPOINTMENTS IN QUEBEC :—Return to Address ; Representations made during the last twelve months by either of the sections of the Bar of the Province of Quebec with reference to judicial appointments in that Province. (*Not printed.*)

No. 168. FISH-BREEDING ESTABLISHMENT :—Return to Order ; Showing the number and situation of Fish-breeding Establishments throughout the Dominion.

No. 169. POST OFFICE, ALMA, N.B., ROBBERY AT :—Return to Order; Correspondence, &c., in connection with the robbery of the Post Office, kept by Nathan Cleveland, at Alma, Albert County, N.B. (*Not printed.*)

No. 170. MARRIAGE LICENSES, NEW BRUNSWICK :—Return to Address (*Senate*) ; Correspondence between the Government of Canada and that of New Brunswick, concerning certain Acts passed by the Legislature of New Brunswick in 1869, as to Marriage Licenses, the publication of banns, and the proper persons. (*Not printed.*)

No. 171. IMPORT DUTIES, MANITOBA AND ROCKY MOUNTAINS:—Return to Order; Return of all import duties collected at or near the boundary line between the Province of Manitoba and the Rocky Mountains. (*Not printed.*)

No. 172. PROVISIONAL DISTRICTS, N.W.T.—Message transmitting copy of a minute of the Privy Council of Canada, dated 8th May, instant, on the subject of the establishment of the Provisional Districts in the North-West Territories. (*Not printed.*)

No. 173. HURON AND ONTARIO SHIP CANAL:—Return to Order; Correspondence, &c., by the Huron and Ontario Ship Canal Company or by other parties, on the subject of the construction of a Ship Canal to connect the waters of Georgian Bay with those of Lake Ontario. (*Not printed.*)

No. 174. CORNWALL CANAL, LOCK GATES:—Return to Order; Copy of advertisements and tenders in connection with the contract for new Lock Gates for the Cornwall Canal given last summer. (*Not printed.*)

No. 175. GRENVILLE CANAL, TOLLS ON LUMBER, &C.:—Return to Order; Showing the number of feet, board measure, of lumber, and the number of thousands of shingles and laths, which passed through the Grenville Canal, during the years 1879, 1880 and 1881, on which tolls were paid. (*Not printed.*)

No. 176. ENGINEERS AND FIREMEN, PUBLIC BUILDINGS:—List of names, address, and rate of pay of the Engineers and Firemen employed in the Public Buildings, Canada, and the amount required to pay the same, when transferred to the Public Works Department. (*Not printed.*)

No. 177. ROSS, LIEUT.-COL. WALTER:—Return to Address; For copies of all charges made against Lieutenant-Colonel Walter Ross, of the 16th Battalion Volunteer Militia, while in command of the camp at Picton. (*Not printed.*)

No. 178. LUMBER, KINGSTON, BROCKVILLE AND PRESCOTT, SHIPPED FROM:—Return to Order; Showing the number of square feet of Lumber, of different kinds, shipped from the Ports of Kingston, Brockville and Prescott, during the years 1879, 1880 and 1881, together with the total value of each description. (*Not printed.*)

No. 179. GASPÉ, APPOINTMENT OF A JUDGE:—Return to Order; Documents respecting the appointment of a Judge in the County of Gaspé, and the system of judicial decentralization in Canada. (*Not printed.*)

No. 180. POTTS, THOMAS, MISSING LETTERS:—Return to Order; Correspondence between Thomas Potts, of St. John, N.B., and the Honorable the Finance Minister, the Honorable the Postmaster General, and the Honorable the Minister of Agriculture, or any officers in their Departments, regarding the destruction or abstraction of letters addressed to him from the Department of Agriculture. (*Not printed.*)

No. 181. HOPEWELL CORNER POST OFFICE:—Return to Order; For correspondence, &c., forwarded to the Government or any Department thereof, relating to the change of name of the "Hopewell Corner" Post Office to that of "Albert," in the County of Albert, N.B. (*Not printed.*)

No. 182. M. C. UPPER:—Relating to damages sustained by the *M. C. Upper* in the Welland Canal by the breaking of the lock-gates.

No. 183. PORT WARDEN ACTS:—Return to Order; Correspondence between the Department of Marine and Fisheries and persons in Montreal relative to the taxation and expenditure under the Port Warden Acts. (*Not printed.*)

No. 184. MONTREAL HARBOR COMMISSIONERS:—Return to Order; Last regulations of the Montreal Harbor Commissioners and the Petition of the Boatmen of St. Francis, &c., complaining of the said regulations. (*Not printed.*)

DOMINION OF CANADA.

ANNUAL REPORT

OF THE

DEPARTMENT OF INDIAN AFFAIRS

FOR THE

YEAR ENDED 31ST DECEMBER,

1881.

Printed by Order of Parliament.

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1882.

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REPORT

OF THE

DEPARTMENT OF INDIAN AFFAIRS

FOR THE

YEAR ENDED 31ST DECEMBER, 1881.

To His Excellency the Right Honorable SIR JOHN DOUGLAS SUTHERLAND CAMPBELL, *Marquis of Lorne, Governor-General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit, for Your Excellency's information, the Report of the Department of Indian Affairs, for the year 1881.

Having acquired a personal knowledge of the general state of Indian matters in the North-West Territories during your tour last summer, Your Excellency will, therefore, not be unprepared for the statement which I have the pleasure of making, that the condition of Indian Affairs in the Territories has, on the whole, been satisfactory during the past year.

No little anxiety was, however, occasioned in the months of July and August by the presence of a large number of Indians in the immediate vicinity of Fort Walsh, and by the defiant attitude assumed by some of them towards the officers of the Department. The greater number of these Indians came from across the line, where they had been hunting and trading during the winter and spring; and their number was somewhat augmented by the arrival from the north of some disaffected Indians, whom it was found impossible to keep on their reserves.

The Indians thus gathered consisted of Crees and Assiniboines, and numbered between 4,000 and 5,000, besides a number of Half-breeds. The Crees assembled at that point belonged to various localities in the vicinity of the Qu'Appelle Lakes, Fort Ellice and the Saskatchewan district; and the Assiniboine to the country around Fort Walsh.

The efforts of the officers of the Department were directed toward inducing the Crees to return to their respective districts, in order that they might receive their annuity payments within the agencies to which they belonged. Much confusion

resulting in many instances in actual loss to the Government, having been occasioned in the past through Indians receiving their annuity elsewhere than in their respective agencies, it was considered advisable that a vigorous effort should be made to prevail upon these Indians to go to their reserves. They, however, persistently refused to comply with the wishes of the Department, and demanded that their annuities should be paid at Fort Walsh.

The advent at this juncture of large herds of buffalo to the Territories from the United States afforded the Government a pretext for allowing the officers of the Department to recede from the position assumed by them in the matter of the payments, and the Indians were informed that they would be paid on this occasion at Fort Walsh, in order that they might follow the buffalo at once without incurring the loss of time which their proceeding to their reserves for their annuities would involve. Thus a complication which might have resulted seriously, owing to the small number of mounted policemen at Fort Walsh, was got over through a fortuitous circumstance.

Fort Walsh has, for some years, been a rallying point for Indians returning from over the border. The fort is a centre for trading purposes, and the presence thereat of a detachment of the Mounted Police Force, and the large stock of supplies necessarily stored there for them, renders it an attractive place for Indians. The soil, moreover, in the vicinity being for the most part ill-adapted for agriculture, it has been found impossible to provide Indians able to work with employment in return for the food given them, as is done in more fertile districts. The Indians, fully aware of this fact, are all the more prone to resort to a point where demands cannot be made on them to work for what they receive.

The Indians who dispersed from Fort Walsh after the return of the buffalo to the Territories, have since, for the most part, subsisted on buffalo meat, some slight assistance in ammunition being given them from time to time as their supply became exhausted.

The progress made in agriculture and building operations by the Indians of the Saskatchewan, especially in the Carlton and Prince Albert districts, as well as on the reserves near Battleford, is most gratifying. Many of the bands in the Qu'Appelle, Fort Ellice, Touchwood Hills, and Swan River districts, as well as a fair proportion of the Blood Indians on the Belly River, have also exhibited commendable zeal and industry, and the Blackfeet appear determined to profit by the opportunity afforded them to learn the white man's ways of making a living.

The Reports of the Indian Commissioner and the several Indian Agents, which are placed within, describe fully the result of the operations of the past year. It may not, however, be thought out of place, if I here introduce a few of ths letters received by the Indian Commissioner, from time to time, from the several Indian Agents, and which were transmitted by that officer to the Department. These letters show

the condition of the Indians and the work done on the Reserves and Farm Instructors' locations, in the various Agencies, at the different seasons of the year :—

INDIAN OFFICE,
CARLTON, 31st December, 1880.

SIR,—I have great pleasure in being able to state that the Indians on the Duck Lake Reserve have done capitally this winter; one great improvement is that they are working well and do as they are told; they have cut 8,000 fence rails, got out and skidded 400 house logs, and sawn by hand 2,500 feet of lumber,—all this was paid for in provisions and is for the Government Farm; a comparatively small amount was issued to the old, destitute and sick. Now that the very cold season is coming on, I will have to aid them to a greater extent, but you may be sure that my provisions will be dealt out with great care and economy; fortunately, I have been able to keep most of the provisions that came in, and have for the time of year a large stock on hand.

I presented the gun to Beardy, at which he was greatly pleased; he and his band are doing wonderfully well.

INDIAN OFFICE,
CARLTON, 31st December, 1880.

SIR,—Peteynakey's Band, Muskeg Lake, have done better than I expected this winter, but they are a lazy lot and it takes a strong effort to make them work; they have not had aid so far to any great extent, and this has compelled them to hunt and trap, and I hear from the Hudson Bay Co. that this band has given in a great many furs.

INDIAN OFFICE,
CARLTON, 23rd March, 1881.

SIR,—I have just returned from a visit to the eastern portion of my district, and beg to report as follows:—

William Twatt's Band, Sturgeon Lake.

Most of the Indians here have been very ill with measles, and I have had to afford them relief in the shape of provisions, as they are unable to help themselves at present.

The Sioux, Prince Albert.

Having finished their wood contract, 4,000 cords, they could not find any more work and have left for their reserve. I may state that these men have almost entirely earned their own living this winter, and have been no trouble to the settlers. They are very anxious to get in a good acreage this season, and I have no doubt they will do well on their farms. The people of Prince Albert are anxious to retain some of them for spring work; but as they will give them no aid at present and only want them for a short time at seeding time, I have sent the whole band off.

John Smith's, South Branch.

These Indians are doing well and have got over the measles. They have received very little aid from me during the winter.

Chakastapasin, South Branch.

These Indians have also recovered from the measles and have been getting out fence rails, &c. They have not received much aid. They are anxious to put in a large crop.

James Smith, La Corne.

These Indians have been very ill with measles; seven have died since I visited them last (two died while I was there); and two are at death's door with consumption. I have given them relief in the shape of provisions, as they were unable to do much for themselves. They have got out fencing, and will put in a large crop.

INDIAN OFFICE,
CARLTON, 27th May, 1881.

SIR,—On visiting Mistowasis' Reserve, I found the Indians all hard at work; they had their wheat in, some seventy bushels, and their potatoes and garden seeds also in the ground; they had not then commenced putting in their barley; but they are very short of cattle, and should at least have three yoke more for the members of the band; but the truth is, they have nothing to work with; they will have at least thirty-five acres more in crop than they had last year, and are going to break 100 more acres during the summer; they are really doing splendidly.

INDIAN OFFICE,
CARLTON, 28th May, 1881.

SIR,—I have the honor to report that Young Loucks has put in 20 bushels of potatoes, 16 bushels of barley, and 25 bushels of oats; besides turnip and garden seeds. I have sent his cattle to break for the Indians (Mistowasis' Band).

INDIAN OFFICE,
CARLTON, 31st December, 1881.

SIR,—Mistowasis' band have done exceedingly well this winter; he has had his men out trapping and hunting. They are keeping seed grain, but will require assistance during the very cold weather. He hopes that next spring he will get seed enough from the Government for his new broken land. Last year he had several acres that he could not get seed for.

INDIAN OFFICE,
CARLTON, 27th May, 1881.

SIR,—I am happy to be able to say that Beardy has finished putting in his crop and that his wheat looks very fine. His fall ploughing enabled him to sow, &c., fully ten days ahead of the rest. They have truly turned over a new leaf and have done splendidly. Every available animal has been put to work and they have done their utmost. They have put down 75 bushels of wheat, 60 bushels of barley, about 80 bushels of potatoes, besides turnips and garden seeds. They have broken and put in crop this spring, about 12 acres new land, making nearly 30 acres more in crop than they had last year. They have also fenced their new fields, and also one large one of 60 acres, which they intend to break up. They should have two yoke more of

cattle to keep them all working, and have far exceeded what I expected of them; and if they keep on in this way they will very soon be independent.

INDIAN OFFICE,
CARLTON, 27th May, 1881.

SIR,—On visiting the Muskeg Lake Band I found them behind the rest, as they had not then sown any seed, with the exception of a few potatoes and garden seeds. I remained here for two days and superintended the work myself. Before leaving I had the satisfaction of seeing 35 bushels of wheat sown and well harrowed in. They will put down, or, rather, have put down by this time, 50 bushels potatoes, garden seeds, and about 50 bushels of barley. They have some 20 acres more in crop than what they had last year. They should have another yoke of cattle. They intend to do a lot of breaking during the summer.

INDIAN OFFICE,
CARLTON, 27th May, 1881.

SIR,—On visiting Star Blanket's Reserve, north of Carlton, I found that the Indians have been doing capitally; they had already sown their wheat and had got in their potatoes, small seeds and some barley; they are going to have at least 30 acres more under crop than last year, but there is one great drawback, and that is, they have not cattle enough, they should have at least two yoke more of working oxen; they intend breaking 75 or 100 acres new land during summer, and if these extra cattle could be sent in this summer they would be able to fall plough all the land at present under crop, which would be of immense benefit to them the ensuing spring; they are determined to do their best, and should have both cattle and implements enough to keep them all at work.

INDIAN OFFICE,
CARLTON, 27th May, 1881.

SIR,—I was greatly pleased on visiting O'Kimasis' Reserve to find that so much work had been done. This is a small band and they have two yoke of cattle, they have sown 35 bushels of wheat, 40 of barley and 30 of potatoes, besides garden seed, and have broken 25 acres of new land which they put in crop, they have good fences and are working splendidly. O'Kimasis says that when he was told to farm he thought he could never make a living out of it, but now he says, I will soon be rich and independent, and is quite proud of the work they have accomplished; he intends keeping his oxen at breaking all summer; he should have another yoke of cattle, and in another year they will be almost independent.

P.S.—They have 25 acres more in crop than last year.

INDIAN OFFICE,
CARLTON, 28th May, 1881.

SIR,—I have the honor to report that Chakastapasin has put in 30 bushels of potatoes, 20 bushels of wheat and 16 bushels of barley, besides garden seeds; they have about 11 acres more in crop than they had last year. They have only one yoke of cattle, and should have another yoke.

INDIAN OFFICE,
CARLTON, 28th May, 1881.

SIR,—I have the honor to report that Wm. Twait, Sturgeon Lake, has put in about 70 bushels of wheat. 60 of barley and 60 of potatoes, besides garden seeds. They have from 15 to 16 acres more now in crop than they had last season, they are well provided with cattle and have a fine lot of cows—young stock.

INDIAN OFFICE,
CARLTON, 28th May, 1881.

SIR,—I beg to report that Chaffee has his crops in. It consists of 20 bushels of wheat, 30 bushels of barley, and 30 bushels of potatoes, besides turnips and garden seed. I have his teams helping the Indians, and they will continue to break for them during the summer.

INDIAN OFFICE,
CARLTON, 28th May, 1881.

SIR,—I have the honor to report that John Smith's band have nearly finished seeding. They received from Government 50 bushels wheat, 50 bushels barley, and 50 bushels potatoes, besides garden seed. Besides they have seed grain of their own, and will have at least 30 acres more in crop this season than last. They have plenty of cattle, and if the season is good should not require any more aid.

INDIAN OFFICE,
CARLTON, 31st Dec., 1880.

SIR,—The Indians on James Smith's Reserve are, as usual, doing well, and have as yet received no aid from Government this winter.

INDIAN OFFICE,
CARLTON, 28th May, 1881.

SIR,—I beg to report that Tomkins has put in 30 bushels wheat, 30 of oats, 30 of potatoes and 30 of barley, besides turnips and garden seed. He has done a lot of fencing, and has got his new house up. I am sending his teams to break on the reserve next week.

INDIAN OFFICE,
CARLTON, 25th July, 1881.

SIR,—I beg to report that the crops generally are looking well and that there is every prospect of a fair crop. The Indians on the various reserves have been breaking steadily and I think that at least 400 acres will have been broken up by the end of the month. I start them at haying this week. There is no grumbling, and a great deal of work is being done.

INDIAN OFFICE,
CARLTON, 1st October, 1881.

SIR,—I am glad to be able to report that, owing to our having the reapers and mowers, our harvest of hay and grain is over. The frost, I am sorry to say, injured at least one-half the crop, though not so badly as last year. The wheat sown on fall ploughing was all taken off in good season, in fact, it was ripe two weeks earlier than land sown in spring. This proves to me that all ploughing will have to be done in the fall, if we are to expect a fair yield. With the extra cattle you allowed me to purchase a great deal of land is being fall ploughed, and I hope ere snow falls to see not only all the land sown this year, but also the new breaking turned over. I am busy with my reports for the Department, but will not be able to get them finished for this mail. Everything is going on nicely here, and ploughing, building houses and taking out fence rails is the order of the day.

INDIAN OFFICE,
CARLTON, 19th November, 1881.

SIR,—I beg to enclose Chaffee's returns for last month, and am glad to learn that *about fifty houses and stables* have been *put up on his reserve this fall.* The Indians on these reserves have taken up 1,200 bushels of potatoes, 3,000 bushels of turnips and 100 bushels of carrots.

Chaffee himself has 225 bushels of potatoes, 500 bushels of turnips, and 10 bushels of carrots.

They are just commencing to thresh their grain, and I will send you the return as soon as possible.

HUMBOLDT, 18th November, 1881.

SIR,—I arrived at Sioux Reserve (Moose Woods) on 13th May; found many of the Sioux destitute of clothing and provisions; some three or four died actually skeletons.

They had a small patch of wheat harrowed in. I found most of the band willing to work, but all hungry and weak. We broke and put in about 15 acres of crop and fenced about 30 acaes, built eight comfortable little houses, and broke some five or seven acres after seeding.

I left the reserve at beginning of September; during this time, by Mr. Rae's instructions, I went five times to Carlton for provisions, &c., for the band.

Most of the band are willing to work, thankful to the Government for the favor received and determined on going into farming with a spirit, and hope to be able to do for themselves after next year. On my first arrival they refused to let me sow wheat or barley, a good part of which they ate, also some of the potatoes.

All garden seeds gave a good crop. I sowed over an acre of turnips in drills. The crop was excellent—far above the average.

Indians were not satisfied to make drills, but were greatly pleased when seeing the great difference in the yield to those sowed broadcast.

I have seen some of the band lately, they wish me to say to Government that they are very happy and thankful to know they are not forgotten; hope the Government will assist them one year more, after which they expect to be able to get along themselves.

INDIAN OFFICE,
CARLTON, 4th November, 1881.

SIR,—I have the honor to report that a decided improvement is manifest on the thirteen reserves under my charge; the greatest improvements are shown on the reserves of Mistowasis, Attackakoop, Okimasis and Beardy.

The number of acres sown in 1880 was 252, with the following crops:—750 bushels of potatoes, 200 bushels of barley, 290 bushels of wheat and 50 bushels of oats. The number of acres in crop, 1881, was 602 acres, as follows:—700 bushels of potatoes, 645 bushels of wheat, 565 bushels of barley, 90 bushels of oats, in all 2,000 bushels of seed, as against 1,290 the previous year.

Neither of these estimates includes turnips or garden stuff, but the acreage of their products are double what they were last year.

The crops are very fair; some of the wheat was caught by the frost and is slightly damaged; the potatoes and turnips were nearly all taken up in time and escaped the frost.

During summer fully 350 or 400 acres of new land were broken on the various reserves, and after the crops were taken off most of the land cropped this season was fall ploughed and a great deal of the new breaking back-set; this will be of immense advantage to the Indians next spring, and will enable them to get their seed in in good season.

Nearly all my Indians feel confident that they can soon support themselves without much assistance from the Government; they are giving in seed for next year to the farmers, and I think that $400 will cover the bill for seed grain next year.

At the request of Mistowasis and Attackakoop, I have purchased them a threshing machine, to be paid of by themselves in toll; this fact shows that these two bands at least are learning to depend upon themselves.

As the grain is not threshed out yet I cannot give you the yield, but will do so as soon as possible.

A good many new houses and stables have been put up this fall, also granaries; and taking everything into consideration the Indians seem to me to be doing capitally and seem content with their lot.

INDIAN OFFICE,
BATTLEFORD, 28th May, 1881.

SIR,—I have the honor to state, since last reporting to you, farming operations have been going on fairly well. More cattle for all the reserves is a great want; this is more particularly felt on Red Pheasant's reserve, where numbers of Indians can use them.

Poundmaker's conduct for a time totally unsettled all the Indians, and it was questionable at one time whether enough could be kept on the reserves to work them. Half of Poundmaker's band started off, threatening to take their cattle and kill them as required on the plains; this I prevented by a show of firmness, but they managed to take an ox owing to the fault of the interpreter not acting up to the instructions given him. Although the balance promised to stay and finish seeding they were too unsettled to remain more than a few days, doing but little in that time. I managed to retain one or two of their best workers, one of them I engaged, as reported in my letter covering return of vouchers. Strike Him's band worked admirably until most of their seeding was finished, when they also started for the plains, leaving forty odd souls behind. The whole of Thunder Child's band left the reserve selected for him early in March and remained with Strike Him's until starting off with Poundmaker, leaving but six or seven men behind who aided Strike Him's band. Moosomin has had but thirty odd souls on his reserve during the spring, the rest having left and joined Thunder Child,—the latter will not return to the reserve selected for him unless Farming Instructor Clink is dismissed—that is, he gives this as his reason, but my impression is that the fact of desiring to be near Poundmaker and Strike Him's bands has greater weight with him. It would be absurd to allow him to remain on the spot selected by himself, as there is not much over a thousand acres of good land.

There is a great demand for clothing, and the lack of the same is given as a reason for desiring to go on the plains.

A number of Fort Pitt Indians have started out. Where the seeding has been anyway near finished it becomes a saving to get them on the plains, if they will only return in time for haying and harvest.

I have the honor to be, Sir,

Your obedient servant,

HAYTER REED,

Indian Agent.

INDIAN OFFICE,
BATTLEFORD, 9th July, 1881.

SIR,—I have the honor to state that, owing to the trouble experienced in keeping the Indians on their reserves in the neighborhood of this place during seed time, and the impossibility, for a time at least, of procuring transport of any kind, I was unable to visit until the early part of the past month, any farming agencies but those in the immediate vicinity.

On my visit to Fort Pitt I found matters under Farming Instructor Williams, so far as circumstances would admit of, in a fairly satisfactory state.

Although he had not followed out the instructions relative to curtailing the size of the home farm, it cannot be considered a drawback, as the farm being on the reserve (Seekaskoots) and adjacent to the land under cultivation by the Indians themselves, it can readily be subdivided and worked by them hereafter. In fact, four or five who worked on the farm during the seeding time have been granted an interest in a portion of the home farm as an act of encouragement. Again, suitable plots being at a distance from those already under tillage, it was deemed inadvisable to go far so long as the number of cattle was limited. I have been assured by the Farming Instructor, and from what I have seen I really credit the assertion, that, with a sufficiency of working animals to keep the Indians properly at work, this band would be self-supporting, or nearly so, within two years. But, of course, Sir, you are sufficiently conversant with the Indian character to be alive to the fact that he may be working well to-day and throw up everything to-morrow, but, of course, one has to hope for the best. The crops were up and gave promise of a good yield under an ordinarily favorable season, except the oats, which gave evidence of being a failure,—I fancy owing to indifferent seed.

There is a certain degree of order and regularity about this reserve, which, I regret to say, was lacking on those under Mr. Delaney. Of course, some consideration must be made for the extra number under the latter's charge and the inconvenient distances apart. There is under crop on this reserve on home farm .—

Seven acres sown with 135 bushels potatoes; 17 acres with 27 bushels wheat; 3½ acres sown with 40 bushels oats—30 did not grow, and the ground subsequently sown was sown with barley.

36½ acres sown with 67 bushels barley; 1 acre in turnips; 65 acres under crop.

ON INDIAN FARMS.

20 acres seeded with 360 bushels potatoes; 4 acres with 8 bushels wheat; 2 acres with turnips; 20 acres with 40 bushels barley; 1 acre in gardens; 47 acres under crop.

On visiting farm No. 15 I found Mr. Farming Instructor Delaney's books in a particularly muddled state. The only article of issue on which I could at all make a check was the flour, in so far as to the balance on hand after issues was concerned, which was found correct. Of the bacon and other articles I was forced to take stock and commence afresh, and then endeavoured to instruct Mr. Delaney in simply making entries at the time of issue, if nothing else. I find issues of implements to have been made as demands were made, and not in accordance with treaty obligations.

Many dollars worth of valuable implements I discovered scattered about the reserves visited, thrown down where last used, and left to be destroyed by the weather or lost in the grasses and weeds. These I had properly collected under cover.

The home farm has under cultivation about 50 acres, sown with 20 bushels wheat, 24 bushels oats, 20 bushels barley, 1 lb. turnips; ½ lb. carrots, and a small garden.

On Keeheewin's reserve there had been about eight acres broken; only five were under crop. According to the Instructor's statement the chief received 100 bushels of potatoes for seeding purposes. The latter states he merely received 60. About 3 acres are sown in potatoes.

At Moose Lake, where a portion of this band lives, about two acres are sown in potatoes, barley and vegetables; five and a-half bushels wheat sown; the balance in barley and garden seeds.

Puskerahkeewin had six acres under crop last year, but has twelve this. Was given 98 bushels potatees; 8 bushels barley; 4 bushels wheat; 1 lb. turnips and carrots. There appears to be sown 5 acres in potatoes; 2 acres in wheat; 2 acres in barley; balance in turnips, carrots, &c.

Nipohay was given 62 bushels potatoes, and planted about three acres with them, and nothing else.

Young Mikayo has about 14 acres under crop and was given 82 bushels potatoes; 12 bushels barley; turnip and carrot seeds to sow.

As already advised in a previous communication, Poundmaker's reserve was worked for a few days by a portion of the band who remained behind under a promise to put in the crops before going to the plains, but the unsettled state of their minds consequent upon the influence exercised by those already departed was such that they also soon followed in the footsteps of the first portion of the band, doing but little. I then prevailed upon a good Indian, desirous of getting on, under a promise of a small wage, and a couple of families, to remain behind and work.

As I was forced to discharge the Interpreter who was placed on the reserve, I engaged during seeding time, an energetic Indian from Red Pheasant's reserve, and, as will be seen, they did a fair amount of work, considering they had but one yoke of cattle. The land which was ploughed last fall having been turned over thinly, it was impossible to place it under crop this spring, as the amount of harrowing it would require was more than the cattle could stand. In fact one of the large fine yoke given Poundmaker, since the spring's work, has been totally unfit for work.

There are under crop in this reserve: 2 acres with 4½ bushels wheat: 20 acres with 41 bushels barley; 7½ acres with 75 bushels potatoes; 10 acres with turnips; 1 acre in gardens; 40½ acres in all.

On Strike him-on-the-back's reserve the men worked well during the time they were at it; remaining until about three-fourths of the seeding was finished, leaving behind a fair number to look after and finish the seeding. This band it was a matter of difficulty to restrain from joining the others at the outstart, for all manner of devices were used, not only to influence them, but others to accompany the malcontents. For instance, Poundmaker's party circulated a report that 800 soldiers had landed at Prince Albert in order to take all the Indians prisoners, and abuse their wives and daughters. This had such a terrifying effect upon them, that suddenly one morning they were all in the greatest bustle repairing carts, harness, &c., getting in horses and loading up, preparatory to a flight to the plains, that it was with the greatest difficulty they could be persuaded to the contrary and remain longer.

They have under crop: 9 acres with 170 bushels potatoes; 11 acres with 25 bushels barley; ½ acre with 1½ bushels wheat; 8 acres with turnips; 2 acres in gardens; 30½ in all.

The whole of Thunder Child's band had left their reserve before my arrival, and settled down with Strike-him-on-the back; and although I parleyed with them over and over again, their chief was too strong-headed to listen to reason. Yet I prevailed upon most of the men to remain behind until they were frightened to the plains after their chief, by the false rumors set in circulation.

They consequently did nothing whatever in the way of seeding. All their implements were scattered over the country from the North Saskatchewan to the Battle River Reserve. Whatever could be discovered after a thorough search has been properly stored.

Chief Moosomin, though deserted by all his band, with the exception of about forty souls, of whom about six or eight were capable of work, has done, I think it will be found, very well, especially when it is taken into account that no land was under cultivation last year, and the season was advanced before the band had cattle to work with this spring.

The band has seeded: 2½ acres with 8 bushels oats; 21 acres with 45 bushels barley; 5 acres with 10 bushels wheat; 20 acres with turnips; 1 acre with carrots, 7 acres with 99 bushels potatoes; ⅛ in garden; 56⅝ in all.

The above is a large area in turnips; but it will keep the band busily engaged attending to them and from other mischief.

The home farm in the Eagle Hills is looking well, excepting the potato crop, which is a failure owing to the excessive quantity of rain; three-fourths of the seed having rotted in the ground. There were sown 5 acres with potatoes, 56 bushels; 4 acres with turnips; ¼ acre in garden; 9 acres with barley, 12 bushels; 10 acres with oats, 25 bushels; 5¾ acres with wheat, 8 bushels; 34 acres in all.

Red Pheasant's band of Indians have not been working with that determination which might be expected after being so far advanced. Of course there are one or two marked exceptions of Indians who, in course of time, will become independently rich. They have seeded 62½ bushels barley; 16 bushels wheat; 16 bushels oats; 170 bushels potatoes -- 88 acres in all, including 10 acres in turnips and gardens.

It was not until after the greater portion of the work on the home farm had been finished that Mosquito's band were enabled to get cattle with which to put in their crop; notwithstanding which fact, and that only 15 acres were turned over last fall, it will be seen that they have a fair amount under cultivation.

These poor people, although savages of the wildest type, displayed a most commendable desire to get on, and would be an example to others more advanced in civilization. They broke up about eight acres with grub hoes and small axes, after the land had been ploughed, and from this a great yield is expected, being much better worked than could have been done with the harrow. Of course, like the other bands, but little could be got out of them when the overseer's eye was withdrawn. The band has shown quite a fondness for gardens, some of which look remarkably well, and rather tastefully arranged, much pains being expended on some of the little plots after their own peculiar crude ideas. They have under crop: 10 acres with 175 bushels potatoes; 4 acres with 8 bushels barley; 12 acres in turnips; 5 acres in gardens; 31 acres in all.

Characteristic of the improvident Indian, some of these poor creatures were discovered, after having planted the potato seed under the Instructor's eye, to have returned, unearthed what they had sown, and eaten it.

Taken on the whole the crops are looking well, and it is to be hoped a favorable harvest will be the result.

Sub-Agent Rae having reported on the crops in the Carlton district, I refrain from giving a repetition.

Unless an Indian is carefully watched, it is found that he is too prone to hurry through with his seeding without ploughing the land, the consequence is weeds grow up apace and choke the grain, such I fear will be the case with most of Kee-hee-win's and a small portion of Pushee-ah-kee-win's and young Mikayo's crops. I would, therefore, respectfully suggest, in order to obviate the above and prevent the seed from being misapplied, that a man during the spring's work be kept on each reserve, and again to be engaged during harvest, but it is a difficult matter to engage suitable men at such times.

I have found, during my tour throughout the Agency, that instead of endeavoring to teach individual Indians to do the work and the instructors to show them how it should be done, those sent as guides prefer working rather than subject themselves

to the constant monotony of teaching. Again, but little attention has been paid to the preservation of the Indian farming implements, and without a single exception not a farmer knew what was or should be in possession of the bands over which he had charge. There was a lack of knowledge as to the different numbers in the band, and in some instances this was exceptionally remarked. Most of the farmers do not go about among their Indians sufficiently often.

I have adopted a system of inspection of all implements and tools, periodically, in this district, which I purpose extending into the Carlton district, by which means I trust a great saving will accrue to the public, and consequently to the benefit of the Indian himself. I shall further see that each farmer is in possession of proper lists of the members of the bands over which he has supervision.

One of my main endeavors will be to curtail the issue of flour and bacon, but of course this is a difficult task. I have informed all within my power that no relief, except under special circumstances, will be granted except on the reserve to which an Indian belongs; but all sorts of devices are practised in order to overcome this, such as coming to a forbidden reserve, and leaving old people and children on it, knowing well they could not be turned off. I have further warned all those within my power that none will be paid except at the places appointed for their respective bands. This is rather trying to a number of Fort Pitt Indians, who desire to attend a large "Thirst Dance" to take place at Battleford. As I am powerless to prevent the dance, I am endeavoring to have it come off after the hoeing of the potatoes and prior to haying time. As all are bound to come in and see the Governor-General, I have decided to pay all on the reserves, otherwise nothing would be accomplished in the hay cutting line. I am aware, Sir, that a great deal of the foregoing has been already transmitted to you, but I thought proper to repeat it in a report. Trusting the above will be found satisfactory, though tendered at a late hour,

I have the honor to be, Sir,

Your obedient servant,

HAYTER REED,

Indian Agent.

INDIAN OFFICE, N.W.T.,
EDMONTON, 12th January, 1881.

SIR,—I have the honor to report that on the 17th December I left this office in charge of Mr. Macrae, proceeding myself to Lac la Biche.

At Victoria I found much distress amongst the Indians and arranged with a trustworthy man, named Wm. Norn, to conduct a soup kitchen, under the supervision of the Rev. Mr. McLaughlin; it appears to work well.

At Whitefish Lake I had a long talk with Chief Secum or Pucan. It appears the take of fish has been very poor this season. In consequence, the chief informs me that out of his small stock he has to feed some 45 poor old men and women, and that it would be impossible for them to get through the winter without assistance, although himself and band strongly wish not to call upon the Government for help, to any large amount, of provisions in the shape of beef and flour. He said that although the fish were so scarce, if his supply of nets had not been so small, they could have caught sufficient for their support, and felt sure that had each family early in the fall one net apiece (about 100 in all) they would have been able to support themselves without any other help.

At Lac la Biche I found that the three bands under Payaysees, Rolling Thompson, and the Chipwayans are, on account of the scarcity of fish and game, in a poor way, and I fear will require assistance. They could help themselves very much if I had more ammunition to give them, as they are good hunters.

I returned by Saddle Lake. The farmer there, Higgins, appears to manage well, is very saving, and running the farm in a most economical manner. He is a

good practical man. He conducts the soup kitchen well and cheaply, and has to feed a good many old people; indeed, I found much distress in Little Hunter's band. They have no game and catch but little fish. The worms of this lake totally destroy the nets, sometimes consuming an entire one in a night. Whilst on this subject I find the same worm is complained of in other places, such as Lake St. Anne's, Pigeon, Whitefish Lakes, in fact in nearly all our fishing waters. I am told the only protection from these pests is to have the nets tanned, and would suggest the advisability of next season's supply being made up in Canada and tanned.

I returned to this place on the 3rd instant, and found that the previous week one of Erminskin's men had shot one of the oxen belonging to the band. The chief laid a complaint before Captain Gagnon, who has arrested the man, and will have him duly tried.

On the night of my arrival a telegram came from McKernan's, of Hay Lakes, to Mr. Hardisty, for immediate assistance, as a band of Stoneys, with Chief Sharphead, were robbing him, and he and his family were in danger of their lives. Captain Gagnon started immediately with six men in the night, and on the morning of the 7th returned, reporting it a misunderstanding between the parties interested, that the Chief had prevented unpleasantness, and that McKernan had received three horses in settlement of 200 bushels potatoes spoiled by frost, owing to them having left a roothouse open. Starvation drove them to taking a little. I sent out by Captain Gagnon, 100 lbs. flour, 50 lbs. beef, 80 lbs. bacon, to give if he found it necessary, for I felt sure that want had driven them to help themselves. This was given to them as they were in a most destitute condition. One of Sharphead's brothers arrived here with eight others some days ago, had been without food several days, and presented a haggard, impoverished appearance. I am giving them food. He had been with the people who were troublesome at Hay Lakes, but left before the misunderstanding took place. I fear, on account of the failure of game and fish, there will be much distress in this district this winter; however, you may depend I will use my best endeavors to get through with as little trouble and expense as possible.

The money for supplementary payments, $2,000, came to hand duly from Fort Macleod, and as it enables the Indians who are recipients to provide themselves with food and clothing, helps me considerably.

You caution me about being careful in these payments. You may depend on my seeing that none are paid but those to whom the annuity is due.

I think Mr. Wadsworth is in error when he states that $600 will cover the unpaid annuities in this district, as many Plain Crees, in addition to the Stoneys, were not in receipt of their money this year.

The money is in the hands of the Hudson Bay Company.

As it is now time to prepare for spring work, to purchase oxen if required, and engage trustworthy men to see the seed sown and potatoes planted and given to the Indians, who would eat most of it and not put it into the ground, to act in this matter for the benefit of the Government and the Indians, I shall require authority from you.

I wish to call your attention to the "pig question;" see my communication, November 16th, 1880. This matter is being considerably agitated. Chief Secum says if pigs had been given to them as per treaty he would now have hundreds of them, and asks interest on account of non-payment. I have consulted with Mr. Hardisty regarding fish nets. He tells me nets can be procured ready made much cheaper than by purchasing the twine, and that the Hudson Bay Company are getting theirs that way this season. He kindly gave me a memorandum of the sizes of mesh, &c.

The nets should be 45 fathoms long, unbacked and tanned, to avoid being eaten by worms.

Meshes varying from 4½ to 6 inches—a few of the latter only, their use being mainly for Lac la Biche; 4½ in., 5 in. and 5½ in. should be in equal proportion.

No. 10 twine will answer in place of cod lines, very few of which are needed. It is much cheaper, and will go much further.

EDMONTON, N.W.T., 5th May, 1881.

SIR,—I have the honor to report that on the 23rd April I despatched Mr. Macrae to Victoria to supervise the spring farming operations in that part of this district extending from Victoria to Lac la Biche, and I feel confidence in his ability to make his services of much benefit to the Indians in that region.

In regard to the reserves about here, I have got them all under way, and placed men I could obtain over them, and there is a fair prospect of getting a good quantity under crop. Some have already got some grain sown. Alexander, of Lac la Nonne band, has six acres sown. A large band of stragglers under Tommy le Patac have settled on Stony Plain, about eight miles from this. I have a good man to look after them (Tom Logan,) and there are some good workers amongst them. I am sanguine of their success.

Two boxes of garden seeds arrived by mail on 12th April; one box by last mail yesterday. Allow me to suggest it being advisable to get up early by steamboat the following seeds:—Fall wheat, early plate, red clover and timothy seeds, also some early yellow French corn. I feel sure they will all grow well here, and enhance the value of the supply farms.

In accordance with your telegram of 21st April, I bought two hundred bags of flour from Logan, but declined to purchase his bacon as it was a very inferior article.

SIR,—I beg that you will find enclosed a Return of farm acreage of the Indians working under Government supervision, and a few notes of the position of Indians of Lac la Biche, which I trust may give you some information regarding their situation, &c.

They are extracted from Mr. Macrae's report to me.

ACREAGE of Indian Lands Sown and Planted under Government supervision in the Spring of 1881.

——	Acres Wheat.	Acres Barley.	Acres Potatoes.	Acres Roots.	Acres Gardens.	Total Acreage.
Alexander's (Katchtahwayscums)	3	22	10	.....	.....	35
Nichel Calihoo's	5	13	7	.....	.....	25
Alexis	.....	19	11	.....	.....	30
Passpasschase's	.....	.....	.....	.....	.....	32
Tommy le Patac's Stragglers	.....	17½	9½	.....	1	27¾
Sampson's	.....	.....	.....	.....	.....	11 1/16
Erminskin's	.....	.....	.....	.....	.....	16½
Bobtail's	.....	.....	.....	.....	.....	14¼
Muskaginaties (H. M.)	.....	.....	.....	.....	.....	8¾
Blue Quill's	.....	.....	.....	.....	.....	12
Little Hunter's	10	62	16	12	10	110
Beaver Lake Indians	.....	.....	6½	.....	.....	6½
Chipwayan's	.....	.....	6	.....	.....	6
Peyaysees	.....	8	15	.....	.....	23
Muddy Bull (H. M. Erminskin) *a*	.....	.....	.....	.....	.....	.....
Sharphead (Cheepoostikwalee) *a*	.....	.....	.....	.....	.....	.....
James Secum (Pucan) *b*	.....	.....	.....	.....	.....	.....
Total	18	141¼	81	12	11	357 1/16

a. Not yet heard from.

b. Not being under supervision, no return of the measurement of his land has been made. He has sufficient to support his band, and would be able to do so totally were it not for outsiders begging during the winter. The gardens are in some cases not included, being small. In some instances the total acreage has been sent in, without regard to detail. The measurements are approximate, but it is believed to be nearly correct.

Peyaysees Band.

Big Bay is an arm of Lac la Biche, and around its southern extremity is the land located by Peyaysees for the future reserve of his band. The spot is well chosen, being about the only open ground in the neighborhood of Lac la Biche, having plenty of good timber (chiefly spruce, poplar and birch) and high land of mellow soil, well adapted for agriculture. The vicinity of the lake is desirable, it being a great factor of their existence, as white fish of the finest quality and size abound in it. Several good-sized fields are under cultivation and fenced—four or five houses built are of a fair sort, but the stables are miserable, though now being improved, which is necessary as their young stock is fast increasing. This location is about ten miles in a south-easterly direction from the Hudson's Bay Company's post by land, considerably more by water. The band is composed almost entirely of French half-breeds, many of whom would be glad to leave the treaty, but are unable to refund the amounts of annuities received. Nearly, if not all, the Indians seceded two years ago and have been residents at Beaver Lake, under Rolling Thompson. Most of the people were settled in houses before the treaty, and have not yet gone to their intended reserve. They are scattered over a space of some twenty miles, rendering supervision of work, &c., difficult.

If it becomes possible for the half-breeds to withdraw from the treaty without making refund of annuities received, when the reserve is surveyed and they are directed to move into it, many will desire to leave the band, and I beg to represent that if the great saving which would be effected be considered desirable, the survey will accelerate it. The mission of Lac la Biche (R.C.) supplies many of the children with instruction, and the band with religious teaching, the school-system being, I believe, most effective. An obstacle is complained of, however, which interferes seriously with the ultimate benefit of the training given to boys (I am not aware that the complaint extends to the girls). This is, that they are able to leave their instructors when seventeen years of age, a time when they are susceptible to influences, leading them to fall into the habits of their people; whereas it is contended that could they be retained until the expiration of their minority their more matured judgment and better formed habits would prevent this misfortune.

J. ANSDELL MACRAE.

Several Saulteaux from Riding Mountains have been for some time past resident with and intend joining this band.

Chipwayans (Hearts Lake), under H. M. Antoine.

Hearts Lake is situated about forty miles to the north-east of Lac la Biche (or a little easterly of that point), to which it is connected by Owl's River, the water flowing into the latter lake. This stream forms the summer road of these people with canoes; by land the bridle path passes through a series of muskegs, rendering it a difficult place to reach after the frost leaves the ground. (Since my visit, May, 1881, the energy of the Chipwayans has enabled them to cut a cart road about thirty miles in length.)

Within a few miles of Hearts Lake, after having passed through many miles of small timber and "brush," a small lake is met with, of some five or six square miles in extent, and a good ridge of open ground, well fitted for the small Indian fields. No fish being taken in this lake has, however, prevented the Indians from utilizing grounds which would have called for less labor than their present location. Upon leaving this lake I was much surprised upon coming into a wide trail with bridges over the creeks, and so straight that it rather suggested the name of an avenue than a road, especially in regard to the large timber (spruce, poplar and balm of gilead) which flanked it. Two miles of this and the chief's house is reached. It is a good, substantial log building, well cornered, fine cellar windows cut out, and a good chimney. Its dimensions are, I should judge, 18 x 20 or 22 feet, and the roof is one-half

pitched. Stranger than all, no less than four ladders, well made ones, were in or about the building. This and the road-work I mention, because from them may be gathered the fact that the Chipwayans are *not* afraid of work, as one ladder and a narrow road might have served their purpose. The building of the house is a marvellous imitation of the white man's work. Six acres (estimate) of ground in front of the house is well cleared and thoroughly grubbed, though the work involved has been heavy. Piles of rails evince the intention to enclose. This is within gun-shot of a southern bay of Hearts Lake. Two miles along the west shore of the lake several houses stand, surrounded by their little patches, which are well fenced and entered by wicket gates made in imitation of those at the Hudson Bay Company's post at Lac la Biche. The houses are well built, and roofed and floored with lumber made by the Indians with an old saw given them by a missionery, I believe, years ago. The stables are well roofed, divided into stalls and boxes, and floored with split poles.

I saw eight houses, and was informed of three more at the other side of the lake.

Potato Island, where the potato crops are raised, is of some four and a-half acres in extent. It was once all timber, but for some years has been altogether cleared and grubbed.

The soil is excellent for this crop, and summer frost is unknown upon it. It is farmed and held in common by the band, and the produce divided. In the houses of these people arrows, crooked knives, knives, tables, chairs, beds, &c., are met with, all of their own manufacture. The knives are made from old files, which they get at the posts; the tempering of them is excellent. Nets and ammunition are the great wants here with them, the Indians can supply themselves with provisions and clothing, and be continually improving their little farms.

The chief's powers are fully recognized, and his orders rule the band.

Several times in the year they are visited by Père Grouard, of the Roman Catholic Mission at Lac la Biche, and this, I believe, is their sole religious instruction, though under this excellent man, who thoroughly understands and speaks their language, they are fast learning the precepts of Christianity. When their great imitative faculties are noted and their powers of practical application, the impression is made that under instruction these people are capable of great improvement.

The country surrounding the lake being heavily timbered, their progress in agriculture will necessarily be slow, hoes, axes and spades being the principal implements required.

Their tools in the past, with which much of their work has been done and which I saw, have been spades and hoes of wood of their own manufacture.

Beaver Lake Band.

Most of the Indians (the larger part of the band) who were formerly with Peyaysees ceded for him, and now live under Rolling Thompson at Beaver Lake.

The place upon which they are located, and where they hope to have their reserve, is about four miles from the Hudson Bay Company's post at Lacl a Biche, the lake giving them fish which is the chief article of their subsistence.

The patches which they cultivate are scattered on the islands of the lake and have, therefore, to be worked with the hoe. The proposed reserve, however, runs westerly from the lake, and will include, at its opposite extremity, some open ridge land of good quality. The location is, however, not a desirable one, its best feature and its attraction to the Indians being the fish. They have several houses of the usual Indian (Cree) stamp, and beyond this but little improvement.

Now that cattle have been given them they will find it necessary to build a stable.

When leaving Peyaysee's band they took most of the implements, and are sufficiently supplied until such time as they commence to farm more.

This can hardly be expected without the incentive to Indian labor, which is not yet heavily felt here—starvation.

The destitution of this people arises mainly from an impression amongst traders that ammunition, nets, &c., to an unlimited extent were to be supplied by the Government, which prevented them from bringing in a stock. The small assistance in these articles which could be given them was, therefore, but a drop in the bucket, and outside sources of supply (on which they must mainly depend) having failed, together with a scarcity of nets and fish, caused the difficulties which they experienced in the past winter.

INDIAN OFFICE,
EDMONTON, N.W.T., 9th August, 1881.

SIR,—I regret to inform you that on the 26th July, the crop of Rivière qui Barre Farm (No. 17) was totally destroyed by hail. The crop was looking particularly well and promising a heavy yield.

The storm lasted but ten minutes, but was of such force that the shingles on the storm sides of both house and stable were split and the roofs now leak.

The stock was severely punished, and are much swollen from the effects of the beating they received.

Hail cubes of 3½ inches in diameter were measured by O'Donnell, who feels his loss deeply. He is making extra hay to replace the fodder thus lost.

FORT MACLEOD, N.W.T., 1st April, 1881.

SIR,—I have the honor to report that during the month of March fair progress has been made by the Indians towards preparing for and commencing spring work.

On the Piegan reserve, which I visited on the 25th ult., the Instructor had begun to plough on the Home Farm on the 19th, and the Indians who had land broken last year, were busy cross-ploughing with their own horses. "Big Swan," "Twepee" and "Red Crowe" had about five acres each ploughed when I was there; they have all the rails hauled to the ground which will be required for farming. I hope to have from seventy to eighty acres under crop, and worked by the Indians on their own account. There will be forty acres under crop on the Home Farm. There is seed enough from last year (that is, of barley, oats and potatoes) to supply the above quantity of land. I have contracted for the breaking of twenty acres for this spring upon this reservation.

At the Blood reservation which I visited on the 28th ultimo, I found the Indians generally employed in erecting fences and house building. A few acres which I had broken last fall, "Red Crowe" had a squad of his people employed in breaking up with hoes preparatory to planting with potatoes. I have contracted for the breaking of one hundred acres here, and four teams have started to complete it. Ten acres of this the Instructor will plant with potatoes and use as garden, the balance will be worked by the Indians and planted with potatoes and turnips. I have made arrangements for sufficient seed potatoes.

Within the past week there has been a large accession of Bloods returning from across the line, and they report the whole camp as on its way in, and to be expected in a few days. They say that "Crowfoot" is on his way in with all his Blackfeet.

From here I went to the Supply Farm, and found Mr. Bruce busy harrowing preparatory to sowing. He had sown four acres of wheat, a small quantity of seed left from last season, and which, if successful, will supply seed for next year. He will go on to sow oats (fifty acres), then barley. I have 100 bushels of seed from the Piegan reservation, which will keep him employed till the balance of seed is received to sow 200 acres, and which I have ordered from Benton. The remainder of the land will be sown with potatoes and turnips.

I went to the saw-mill and found it ready to begin work. Mr. Kean will begin to saw some logs for some private parties on Monday next. He is going on with the framing of the grist mill.

Mr. McHugh had not arrived at Fish Creek when Inspector Denny passed there, six days ago. I intend going up there on Tuesday, the 5th instant, and on to the Stony reservation. On my return I shall visit the Blackfoot Crossing, where I have made arrangements for breaking fifty acres of land, and for a sufficient quantity of potatoes to sow, along with turnips. This land I intend the Indians to work; what is already broken I shall also have put under crop.

I enclose herewith monthly returns for March, 1881, viz:—

Statement of beef and flour received and issued at Fort Macleod;

List of vouchers certified to and approved by me;

Returns from some of the Farm Agencies in this treaty.

FORT MACLEOD, 30th May, 1881.

SIR,—I have the honor to inform you that I arrived at the location of the proposed Blood reservation on the 25th instant.

It is situated on the east side of the Belly River, near its confluence with the Kootanie. There is a large area of land extending along and down the river, the bottoms being well wooded, ensuring many years supply of timber for all purposes. The soil is deep, rich and arable, and the situation is well adapted for a reservation.

As there are 3,146 souls upon the ration list, the Acting Farming Instructor, Mr. McDougall, has his hands full, particularly as he is not backed up with a good staff; he has six men altogether, one of whom is interpreter, one cook; two were upon the sick list; all hired at the rate of $35 per month.

With such an outfit of Indians, the Instructor should have at least four good working farmers as assistants; such men cannot be hired in this locality.

Mr. McDougall was exercising great patience with the Indians, and appeared to be managing them very well.

Those of the Indians who have been upon the reservation all winter are comfortably installed in houses. The new-comers have camped right in the midst, causing confusion. I suggested the advisability of spreading them. This will be done, but they are likely to build in communities under their principal chiefs, Red Crow, White Calf, Running Rabbit and Batton Chief. Red Crow has the largest following; the others are about equally divided.

To work such large numbers successfully they should have placed on each of these bands one good man who would work with them and gain their confidence, placing the whole, as it now is, under the general management of the Instructor.

There are three yokes of oxen upon this reservation, but I am informed they will not allow an Indian to drive or go near them. Otherwise they are fine oxen and good to work. Such a large body of Indians will require more oxen, and they should be quiet and well broken. There are none such for sale about here.

The Instructor has built upon this reservation one house for himself and hands; storehouse, &c., 92 feet x 18 feet; a root house, 12x16, 9 feet high of wall; one stable, 14x16.

The Indians have built sixty-three houses; 104 acres of land has been broken up by contract, forty of which are planted and fenced; there was turnip seed to plant ten acres more, which will be done.

Perhaps the conduct of these Indians is too good to last, but certainly it was most gratifying to witness their docility and attempts of industry, their wish to be shown how to work, their desire to have a house of their own, &c. It was late in October of last year, when the Instructor with the Indians left Macleod to settle here

There was a great deal of sickness, and many children have died, measles being epidemic; they do not bury their dead, but hang them in trees and upon scaffolds;

not a pleasant thing for the approaching warm weather, and likely to prove unhealthy. I am very much afraid great difficulty will be experienced in keeping their horses out of the crops. Already the prairie round the camp is eaten bare by them; all the horses have the prairie itch and keep rubbing down the fences' I feel sure that there are as many horses as Indians; the country round about is swarming with them. As they are of no earthly use but for their owners to ride upon, it is one satisfaction to know that most of them will starve to death next winter. I tried to induce them to trade them away for cooking stoves.

FORT MACLEOD, 1st June, 1881.

SIR,—In my last report to you of May I informed you that I had just returned from a visit to the Stony reservation, and had parted from Mr. Wadsworth at Calgary, he going to the Blackfoot Crossing, and that on my return I had found the Sarcees still camped at Fort Macleod, contrary to my expectations.

I have now the honor to report that I waited the return of Mr. Wadsworth from the Crossing, when we had an interview with the Sarcees lasting for several days. They at last consented to go to the place which we had at our first interview with them decided upon, viz.: a portion of the western end of the present reserve, and on the south side of the Bow River, commencing three miles above the Blackfoot Crossing, and extending as far westerly as may be necessary. Mr. Wadsworth had already, while at the Crossing, come to an understanding with the Blackfeet there that they should give up all right to said portion of the reserve, and leave the Sarcees entirely to themselves; and having the Bow River between them there can be no excuse for either tribe interfering with the other. On receiving the assent of the Sarcees, I got them moved off at once, sending with them one month's supplies of flour and pemmican, 4,126 lbs. of seed potatoes, and a quantity ef turnip and garden seeds, and made aarangements for the breaking of twenty acres of land.

Doctor Brunskill, of Morleyville, takes charge of them, at a salary of forty-five dollars ($45) per month; and Mr. Munro, from Calgary, as Interpreter, at thirty ($30) per month.

On the 19th of May I went with Mr. Wadsworth to visit the Piegan reservation, where we found the spring seeding completed, and the Indians finishing the fencing of their fields.

I was recalled to Fort Macleod, and Mr. Wadsworth proceeded to visit the saw and grist mill.

On the 23rd inst., at the Supply Farm No. 23, Mr. Bruce had finished his seeding and planting with the exception of a few acres of turnips. There are 130 acres of this farm idle, in consequence of the impossibility of finding seed to sow it with.

On the 24th we drove to the Blood reservation, where we found the seeding also about finished, and the Instructor working under very great difficulties, in consequence of the large number of Indians who have lately arrived from across the line. His numbers increased in the course of a few weeks from 800 to 3,300, and coming at this season, when the Indians we had settled were busy with their planting, it has disturbed and unsettled the whole body, the new-comers insisting to camp alongside of their friends, among the houses already built, and in some cases sharing their lands with them. This we shall, of course, be able to remedy in time during the summer, by inducing them to build on land not already occupied. These Indians brought measles and scarlatina with them, which have spread to the other tribes in the treaty, and have been the cause of great mortality among their children. Notwithstanding these disturbing causes the Instructors report that the Indians are quiet and well disposed, and are eager to go to work, but that in consequence of the scarcity of implements to work with they are unable to meet their wants.

Mr. Wadsworth and I returned to Fort Macleod on the 25th.

The Blackfeet continue to arrive here in small parties, coming by Cypress. If they had gone direct to the Crossing, they would have saved a large addition to their

journey, and relieved us of the issue of extra rations at this place. There are 529 Blackfeet being rationed at the Crossing at this date.

I enclose the usual monthly returns.

FORT MACLEOD, 30th May, 1881.

SIR,—I have the honor to inform you that I have just returned from visiting the Supply Farm at Pincher Creek.

I was much pleased with its location and the character of the soil; its situation is such as to insure for it, under proper management, unusual success.

The Farm Agent, Mr. Bruce, had his crops in early; they consist of sixty-five acres of barley, four acres of wheat, fifty acres of oats, twelve acres of potatoes, eight acres of turnips and carrots, and a good vegetable garden; he intends to sow fifteen acres more of turnips, or about 150 acres of land altogether. There are 315 acres of land broken upon this farm, and all but twenty acres are fenced; not being able to procure seed is the reason more has not been planted. In addition to the dwelling house and stable erected by contract, Mr. Bruce has built a blacksmith's shop, 16 by 18; a house for the workmen, 16 by 20; a coal house, 12 by 12; and a stable for eight horses; he has also excavated for a root house, which he purposes proceeding with the erection of without delay.

Excepting 1,000 pounds of potatoes, the potatoes planted were from seed grown upon his farm last year.

The workmen at present are:

Samuel Bruce, Agent	$60 83	per month.
Harvey Bruce, Son of Agent	35 00	"
Wellington Quail, Nephew	35 00	"
Alex. Clark	35 00	"
James H. Clark, Son of Alex	35 00	"
Mrs. Clark, Wife of Alex. (Cook)	35 00	"
Thos. T. A. Boys	35 00	"

You will observe that with one exception (Boys,) the entire staff of this farm are taken from two families. I have, in another place, already expressed my opinion regarding so many members of the same family being employed upon the same farm.

The elder Clark talked of returning to Ontario with his family, and I urged upon Mr. Bruce the advisability of allowing them to go; had I men here to make the exchange, I would also have proposed that Mr. Bruce's son and nephew should have exchanged on to another farm, but we are so situated at present that no such exchange can be made.

After sending the oxen belonging to this farm to the Blood reservation, Mr. Bruce was authorized to make purchases of some horses to take their place. I have no doubt he did the best he could, but the horses are generally too light for farm work; he has four span of horses, one lame horse, two native ponies, one saddle horse.

The labor account for this farm has been most excessive, and there is very little work to show for it, so much having been done by contract; even during the winter there were the Instructor, four men and a cook at a monthly wage of $235.53, and about a like sum it cost for boarding them. This farm, as with the others and reservations, as soon as the work is done in the autumn, the hands, excepting one man to look after the stock with the Agent, should be discharged. I am quite sure that to attempt any work, excepting of necessity, in winter is a mistake, not from any fault of the climate, but somehow our Agents seem to be overburdened with sympathy, and so many days are by them considered too cold for either man or beast to be out.

As this section of the country is being rapidly located by settlers, I instructed Mr. Bruce to take an early opportunity, in order to avoid future complications, of staking out the boundaries of this farm. I rode over the ground with him. It was

necessary to secure the hay field contiguous, and, although it took rather more land than we need, I thought it better he should also include the coal mine.

FORT MACLEOD, 30th May, 1881.

SIR,—I have the honor to inform you that I have visited the Piegan reservation; it is favorably situated upon Old Man's River, with a fair amount of timber for fuel and fencing purposes; building timber is procured further up the river.

As yet the farming of the Indians has been principally done on the north-west side of the river, where are the house and buildings of the Farming Inspector.

The soil is light with a gravel subsoil; the high bench lands although, too, very light soil, will, I think, be found better suited for farming than the valley, and subsequent breaking of land will be done there.

The Indians have settled well to work, having built 65 to 70 houses in communities forming four villages; their land broken is all fenced and planted, and they appear very contented; the last ration list contains 914 souls.

The Indian crop in the aggregate consists of 46 acres of potatoes, 19 acres of barley, 8 acres oats, 23 acres turnips, and 5 acres of gardens.

The Indians are pagans, and practice polygamy. The Rev. Mr. McCay, C. E., has a house built among them, but as yet has not, I am informed, remained with them long at a time; he talks of building a school-house upon the reservation.

These Indians have large numbers of horses. I was pleased to hear that many had provided themselves with cooking stoves by exchanging horses for them. The large number of horses owned by these Plain Indians is their greatest drawback in keeping cattle. The horses are little, if any, good for any purpose, excepting to carry an Indian, and they keep the pasture, for a couple of miles surrounding their camp or settlement, eaten bare.

The cattle they had given them by the Government wintered well as to condition, but the Instructor reports many missing—some few may have gone back to the herd; straggling Indians from Fort Macleod killed some, two being found and partly taken away a few days before my visit, and two Indians are now serving out a sentence, being caught red-handed a few weeks previous. The cattle I saw looked very well, they have a fair average of spring calves. The Indians are milking some of their cows which is a little hard upon the calves, as they do not receive a fair share of the milk.

Home Farm.

This farm, from produce of last year's crop, furnished all the seed required to seed it this year, and the reservation, excepting the turnip and garden seeds; also, was able to turn over to Mr. Bruce, for the supply farm, seventy-five bushels of barley for seed; 450 bushels turnips were rationed to the Indians during the winter that were grown here. It is planted this year with seven acres of potatoes, nineteen acres barley, sixteen acres oats, six acres turnips, half an acre of a garden.

The men employed upon this farm and reservation are:—

Kettles, Farming Instructor	$60 83	per month.
Greer, 1st Assistant (since left)	35 00	"
Chrisler, Farm Laborer	35 00	"
Armstrong, Farm Laborer	35 00	"
Begg, Cook	35 00	"

Unlike in the north, where the cook does a great deal of other work, returning a little earlier from work at noon and at night in order to prepare the meals, the cooks upon the farms and reservations here and at the saw mills do nothing else, which appears to me to make it a "soft job," where they have so few to cook for and so little to cook; but at present I can see no advantageous way of changing the custom.

There is a very useful and excellent team of Ontario horses upon this reservation. They are in good order, although they have done a great deal of work. There are three yokes of oxen, all good, and in good condition.

I find that every workman upon this reservation keeps his own horse; the Instructor has a cow also. I think a circular letter should originate from yourself, and be sent to each Farm Agent, Farming Instructor, and acting Farming Instructor in the Territories, prohibiting this practice, as it is open to much abuse, and it must take up much of the employees' time looking after their own animals.

The Instructor has built a good house, also a root house.

The total number of acres broken on the Home Farm (which is situate upon the reservation) and reservation are 139. I instructed the farmer to keep his oxen steadily employed breaking land upon the reservation during the summer.

The Indians of this band are all in, and are all settled down upon their reservation. They appear happy and contented, as they have reason to be; they take, Indian fashion, great interest in their work, and I have no doubt will, by another year, be nearly self-supporting.

FORT MACLEOD, 12th May, 1881.

SIR,—I have the honor to inform you that I arrived at Morley, on the 28th ultimo, and placed myself in communication with Mr. Daniel McDougall, acting Farming Instructor to the Stony Indians.

The following morning, in company with the Rev. John McDougall, Mr. Indian Agent McLeod, and Mr. Daniel McDougall, I rode over the reservation.

From its proximity to the mountains, and from the character of the soil, I have grave doubts regarding the general success of agriculture here, the soil being light, sandy loam, on a bed of gravel (the knolls being entirely gravel). In a dry season crops cannot do well, unless a system of irrigation can be successfully applied, which may be possible, as there are several small creeks crossing the reserve. As a cattle ranch, it is not what an experienced cattle man would select as a winter ranch, there being so much brush and timber. The cattle seek these places in a storm, and if the storm lasts several days, they will not come out to feed, whilst in a rolling country where there is no brush or timber, the cattle seek the hollows and always have grass under their feet. As a summer ranch, from the quality of the grass, it cannot be excelled. I saw many of their cattle that were there, and Mr. McDougall reported they had wintered well and without much loss; most of the cows were with calf or had already calved. The past winter was an exceedingly pleasant one here, and they had no storms worth mentioning until the beginning of April; the same storm that detained me at the Marias River. The snow that fell then at Morley was quite thirty inches deep, where not drifted, and occurring at the end of the winter when the cattle were weak, a few of them died.

The Indians have erected some fifteen houses during the past winter, but as yet few of them are roofed in; they have fenced most of the land that is broken, and were taking great interest in their work; the crops they will put in this spring are potatoes and turnips, as Colonel Macleod found it impossible to obtain any barley for seed for them.

There are altogether about 100 acres broken, or about thirty-three acres to each of the three bands, and the amount of work each band had done was about the same. In one band the Indians were using two teams of their own horses cross-ploughing; they were getting along with them very well, making use of the pony plough harness sent up last year.

I met the three bands in council in the school house, and got from them an account of their work, also how the cattle which were given to them had wintered. Bear's Paw band lost six cows, and the wolves took some calves of the cows, two died calving, one was hooked, one was mired, and two died in the storm. Two work oxen given to the band by yourself were very wild, but they are very fine oxen, and

I think with constant work will become quiet. The other two yokes of oxen lent to the other bands work well. There is also a saddle horse here in Mr. McDougall's charge. This band (Bear's Paw) had two bulls given to them with their cattle, one of which escaped or left the herd, and, the Indians say, went back to the old range with the Government herd; they wish for another to replace it. Two widows, with families, belonging to this band, did not get cattle as they were not at the payments; they now want what they are entitled to.

Chinnequy's band lost five cows, some calving and some in the snow storm. This chief lost his own cow. They also claim that one of their bulls went back to the Government herd, as they followed until he crossed High River.

Jacob's band only know of the loss of two cows; they said they may have lost more. About 200 souls of this band were ready to pitch off for a summer hunt. After agreeing to leave a sufficient number on the reserve to look after their farms, I considered it as well they should go; the ration list numbered at this time 602 souls; others from Bear's Paw and Chinnequy's band will probably go, too, after they have put in their potatoes.

Chief Bear's Paw has only one councillor; the other bands have two each. I observe that the treaty only reads five councillors for these three bands of Stoneys.' John McDougall endeavoured to explain that this occurred at the making of the treaty by Bear's Paw at that time not being prepared then and there to name a second councillor, the same as the other two chiefs did. He now wishes to have a second councillor.

These Indians, who were about to pitch off, wished the time for the annuity payment to be postponed until they return from their hunt. Their friends who remained and those of other bands also wished it. I could see no objection to the request, as these Indians have not the same roving habits as the Plain Indians. Nor is there any likelihood of their appearing at any of the earlier payments; also they are known individually. The time they wish it is about 17th of October. A good many will be entitled to payment for two years, having been absent last year when the payments were made. If it is postponed the Agent will be able to make the payment himself. This will ensure its being done carefully. I told the Indians I could not promise them the postponement, but would communicate their request to you.

Mr. John McDougall informed me there are some fishing lakes in the mountains accessible from Morley. I beg to suggest that 100 ready-made nets be sent in not later than 1st September. They require them "ready-made," 4½ inch mesh, for these Indians do no know how to make them.

I visited the Sunday school, which I found well conducted under the superintendence of Mr. Sibbald, the teacher of the day school. There were several lady teachers. I found present eighteen boys and twenty-seven girls, all Indian children. They were very badly clothed, but there was evidence that the children had been got up for the occasion: on account of Jacob's band having pitched off, the Superintendent informed me there was not as many present as there had been during the winter. They sang several hymns very nicely at the close, Mrs. Sibbald and her little daughter leading this service.

Stoney Reserve, Morleyville.

The next day I visited the day school; there were twenty girls and twenty-three boys present. I heard them read, spell, &c., and examined their writing upon their slates; they were very quiet and attentive, they very much require (say) 100 small slates six inches square or thereabouts, some slate pencils, a map of the world after the old style of Eastern and Western Hemispheres, pictures of animals, and first books, such as are used by beginners in Ontario. Mr. Sibbald is paid $500 a year by the Canadian Methodist Church as teacher. The first engagement was $500 per annum, now advanced to $650. The average attendance since the Indians have been regularly rationed is thirty-eight, previovs to rationing the children only attended school when their parents were not hunting. As the river divides the bands, the

children from Bear's Paw and Chinnequy's bands cannot attend during the summer months. Mr. McDougall said it was his intention to get a school-house built for these bands and have a teacher; I told him of the assistance given by the Government of $100 for the purchase of glass, stone, &c., after the erection of a suitable school-house.

I inspected the manner of issuing rations here, also the books, comparing carefully the list of rations issued with the amount of flour and beef received, and found the accounts kept neatly, and as far as the figures went correct, at the same time they were to me most unsatisfactory, which forms the subject of another letter.

I examined into the matter of the large issue of the beef during March and April, and found it was caused by there being no flour on hand, therefore a double ration of beef was given, also 68 starving Crees were half-rationed during these months. A precedent for this double ration of beef when there was no flour occurred during November of last year, when the same thing was done. I will report fully upon rationing in a separate letter, therefore will not continue the subject here.

From the favourable situation of those reservations for getting out spruce and pine timber, the facilities the Bow River affords for floating it to where it may be required, also from the athletic and hardy disposition of these Indians and their willingness to work, I think the experiment might be commenced with them of getting out timber and ties for the Canadian Pacific Railway.

In the first place, they would require to have placed over them a man accustomed to Indians, who is a regular timber man, like John Delaney, the Farming Instructor at Frog Lake, they would require a regular outfit of clothing, shoe packs, blankets, axes, axe-handles, chalk-lines, &c., which would be recouped to the Government out of the sale of the timber. The Indians should be paid by the stick or foot, so many feet taken out each day securing their board, any additional to be paid for in food for their families, clothing and a little cash; the Government might also furnish them with tobacco and tea at cost price, freight added. Before undertaking it, it should be clearly ascertained if the price the Syndicate will pay delivered on the banks of Bow River near the mountain, or at any point on the Bow or South Saskatchewan, would pay the Indians through the Department for undertaking it.

These Indians have about 500 horses, of these 300 are mares. If the Farming Instructor had a work team of ordinary Canadian draught horses, but entire, such horses being procurable at two years old in Ontario at the price of gelding, by allowing these horses to serve these Indian mares, in a short time the Indians would get into a breed of horses that would be saleable at good prices.

I throw out the above suggestions, as I think, from the character of the soil upon these reservations, the Indians will require to make money in other ways than farming in order to become self-supporting.

I engaged a young man from the County of York, Ontario, named Mulholland, for one month at $35 and rations, to work under Mr. McDougall in assisting to put in the crops for the Indians on the south side of the river.

Before I left David McDougall informed me that unless he was allowed rations in addition to his present salary of $75 per month, he could not continue to act as Instructor; I told him that as the arrangement he had entered into had been made with you I would take no action in the matter, but would bring the matter before you.

INDIAN OFFICE, TREATY No. 7,
FORT MCACLEOD, 4th August, 1881.

SIR,—I have the honor to report that in consequence of the difficulty of securing men to work on the reserves and the scarcity of tools to give the Indians to work with, very little has been done during the past month.

At the Blackfoot Crossing Mr. Norrish, who, as I have already reported to you, sent in his resignation at the begining of July, got rid of his last man about that date, on the grounds that he was intriguing with the Indians against him. I could not replace Norrish at the time, but have now sent Mr. John Lauder to take charge

of the Blackfeet. "Crowfoot" arrived here on the 20th ult., with 1,064 followers, all in a most destitute condition.

A large proportion of his followers consisted of old men, women and children. They were nearly all on foot. I allowed him to remain here until he had rested. He moved on to the crossing on the 1st inst.

At the Sarcee Reserve Dr. Brunskill was obliged to leave on the 4th July in consequence of sickness in his family, and has since written me, that he would not be able to go back to take charge I have therefore been obliged to leave the Sarcees in charge of the assistant with the interpreter. Mr. Stewart, the assistant, has so far managed well.

With the Bloods Mr. McDougall has succeeded in keeping them quiet. His staff of assistants has been too small to manage so large a body of Indians as are assembled on this reserve. The want of tools has been an excuse for their not going to work.

There has also been a spirit of mischief exhibited, and a jealousy by those coming in the spring against the Indians already settled. Their fences are pulled down at night and their gardens robbed.

This, I believe, is done by the younger portion of them. After the payments are over I hope to be able to make a change.

Mr. Kettles reports the Piegans quiet and attentive to their crops, which he says promise well. They are constantly amongst them, hoeing and weeding; some are going on building. I have reported to you the action I took in regard to the Instructorship of the Stoneys.

Mr. Begg has reported to me his arrival at the reservation and his having taken charge. The difficulty of getting proper men, I may say the impossibility of it, is the principal cause of our difficulty in managing the Indians, and until we can secure men who know how to work and will remain with us and take an interest in their work, we shall find it up-hill.

The reduction in the rate of wages at this season of the year has also been the cause of a large share of our present difficulties. On the supply farms the crops look well and promise a good yield. Mr. Bruce's crop is rather thin, which I attribute to the possibility of the seed having been unsound from being frozen last harvest. He has had four ploughs at work for some time, and will begin his haying on the 8th instant. Potatoes have suffered slightly from recent frosts.

I visited the Fish Creek Farm on the 29th ult., and was pleased with the promise and appearance of the crops. Mr. McHugh is sadly in want of horse-power, and, in consequence, has not been able to get any ploughing done, which will tell against the farm next year. He had begun his haying, and I was obliged to authorize the purchase of a team horse to enable him to keep his mower working. He will not be able to handle the crop on his farm when ready to harvest without more power. Were twelve or sixteen good brood mares sent here for the use of those two farms, along with a good coaching stallion, they would do the work well, and would in a few years pay for the outlay.

FORT WALSH, 14th May, 1881.

SIR,—I have the honor to state that I visited Maple Creek Farm on the 11th and 12th inst. I found about ninety acres of land broken, twenty-two of which was planted with wheat, which was then about four inches high. Some oats had been sown and a few thousand pounds of potatoes planted; the balance of seed will, I trust, be all in the ground in ten days time. Some of the Indians have ploughed and worked remarkably well, which only tends to prove that those who wish can learn as readily as the whites.

Little Child had been troublesome for some days previous to my going out, and had stopped his men from working, he complained of the quality of the flour, and not being allowed a ration of tea and tobacco for his working Indians. He also asked me to give him a deed of the reserve, saying he was alarmed that it would be taken

from him and handed over to some other Indians. I informed him it was not in my power to accede to his demands, and there was no cause for fear on that point so long as he worked the place properly, but that if he did not work it as it should be I would hand it over to some person who would look after it properly. The next morning he again asked me for a deed of the place, I replied as on the night previous, he then went away apparently satisfied.

When I had my horses harnessed and ready to start, he again called on me and stated he wanted to hand over his flag and medal, that he had made his living before we came in the country and could do so again. I told him he could give them to Mr. English and I would see about appointing a new chief, and one who would make his men work. I then drove off, thinking it better to let him return to his senses and see the error he had made. He is a proud man and one who would feel his position acutely.

This morning his brother-in-law arrived from the farm, and informed me that Little Child was around the camp at daylight, warning his men to go to work. He also stated that some one must be influencing Little Child, as he had never seen him act thus before. Dr. Kennedy accompanied me, and vaccinated ninety-four people on the reserve.

FORT WALSH, 8th June, 1881.

SIR,—I have the honor to inform you that I visited Maple Creek Farm on the —— ultimo. Everything was looking well and in good order. The crop was all planted except the turnips, which I am informed were planted the day after I left. One of the farm hands who came to town last evening informed me that all the cereals and roots were up and doing well. Corn was up and doing well; corn was about four inches high, and everything in proportion.

We should have a large quantity of wheat this year, there being twenty-two acres sown with same. I would therefore most strongly recommend that this Agency be supplied with a portable grist mill to grind the wheat raised on the farm. I understand one can be purchased for a comparatively small amount, and the encouragement it would give the Indians would be very valuable. Some of the Indians have planted wheat for themselves, which, if they could grind and make their own flour, would no doubt induce large numbers to break up land next year on which to raise their own wheat.

The Indians appear to have displayed considerable pride in making gardens for themselves. In many instances I was pleased to see that they were annoyed at not being able to break up more land than we could spare seed for. I will, however, keep sufficient seed from this year's crop to sow a large farm in the ensuing spring, and will be able to give the Indians as much seed to plant as they may have land broken.

I do not wish to be too sanguine, but if progression goes on next year at the same rate as it has since last spring, I have every confidence that the Indians settled on reserves in this district will be self-sustaining in another year.

After Mr. Wadsworth arrives, should any of the Indians who are here desire and make up their minds to settle on reserves this fall, I will, with your permission, get large farms broken up this year so that next spring the land will be in proper condition to work and to raise whatever is planted.

FORT ELLICE, N.W.T., 26th January, 1881.

MY DEAR SIR,—I reached this place the night before last, having come by the Crooked Lake Reserves, where I met the chiefs. We had a few hours' talk on matters connected with spring work. They are all determined to do what they can. Osoup,

Ne-pa-pee-ness, and Jordin, are freighting supplies for Mr. Setter from here. Their horses are in good order. They are getting $1.25 per hundred pounds.

I spent most of yesterday in the Assiniboine camp, which is situated in the valley, east side, about half a mile from the bridge. Their camp, or lodge, is made of poles, put up in the shape of a lodge, mudded over. The majority lie on straw or hay, some without anything over them. I must say that they are at the present time a miserable lot of Indians.

To-day I visited Chief White Bear and his band. Most of them live in huts about ten miles from the fort, in the direction of the Qu'Appelle River. All the Indians, including those I visited yesterday, met me here. Mr. Houri was with me. We visited each family. They are as much in want of clothing as the Assiniboines. They asked something to cover their women and children. I told them you had sent a few blankets, thread and needles, also a few pairs of moccasins. I told them Mr. Houri would again visit their camp and see the state of each family, and would supply those he considered required something. Those who had blankets and clothing must expect nothing.

They asked for an increase in the supply of provisions; they are being supplied with ¾ lb. of flour and ½ lb. bacon per day. I told them that on my leaving Qu'Appelle, it was my intention to have reduced the present supply on my arrival here; but after visiting the camp and seeing the miserable state they were in, I would allow it to continue; but as soon as warm weather set in and game could be got, they would be supplied with ammunition, and they would have to secure food for themselves. I also told them, those who worked on the reserve during such time would have something to eat,—that was if they did not eat all that was now on hand. I got a letter from Ogisua (the chief's father) to-day; he says he is well and cutting wood, but he is starving. I have instructed Mr. Houri by first chance to send five bags flour and 250 lbs. bacon. I am told the red deer are in abundance, but they do not know how to hunt them. I saw a party the day I left Qu'Appelle who had just arrived from the Moose Mountains; he reports no Indians there, they are south; news had just reached the Moose Mountains the day he left that the buffalo were going north by way of the "Pinto Horse Bute" in large numbers, all bulls. Mr. Fischer also came to Qu'Appelle from the south or east end of the Cypress Hills; he reports buffalo in small bands from that place to Quill or Whitefish Lake, but no one to hunt them; he brought in six cartloads of fresh meat—he used carts until he got within 35 miles of Qu'Appelle. Another good sign that there will be buffalo is, the antelope is advancing north in goodly numbers. Some Indians are preparing to start west.

I forgot to mention that two Indians died shortly after reaching this from the Moose Mountains. Mr. Houri did all he could for them in the way of making beef tea, &c. Another lies dead on the road about 25 miles from here; they are unable to take the body in or go out for it. I have instructed Mr. Houri to send some person out and bury the body.

During my absence to Swan River Mr. Houri will take an inventory of all Departmental property here, and on my return I will make a statement, also a return of provisions issued here, and send it by next mail.

I have written to Mr. Herchmer, Indian Agent, asking if his Indians have potatoes for seed, and if so I will purchase seed from them for the Crooked Lake and Moose Mountain Reserves.

Instructors should be sent as early as possible in the spring to take charge of the Moose Mountain and File Hill Reserves.

I never was so sick of the work as I have been the last two days,—do what you can for the Indian, he cannot be satisfied. I told them to-day, if they did not take care and do what I told them, I would have to give up the work and have another person sent. I must say I never spoke to Indians since I have been Agent, as determinedly as I did to-day; but we parted the best of friends, and with the hope that on my return from the north, I would find that some of them had been cutting wood, or other work.

Should I find anything working smoothly on my return from Pelly I will make a hurried trip to Winnipeg. I will telegraph from Swan River for leave for Mr. Setter, who is anxious to go and settle some private business.

FORT ELLICE, 27th September, 1881.

SIR,—I have the honor to report that I have inspected Farm No. 2, and the Indian reserves in that direction. Instructor Johnston appears to thoroughly understand his duties, and to be exceedingly anxious to promote agriculture among the Indians under his charge. I inspected Kee-che-con's and Coté's Reserves thoroughly and examined the improvements made by the Indians themselves, as well as those made by the Farm Instructor for them; the latter style of improvements I have stopped altogether, as it is a bad system, and I have ordered the Instructor to show the Indians how to do the work, and to see that they do it. I have also instructed him to give no assistance to those able but unwilling to work. Both these bands will do good work next season, as I have lent them some more oxen, of which they were very short; it is perfectly impossible that any band of say 30 families can exist out of the soil with two yoke of oxen, the treaty allowance.

In Kee-che-con's band I found only one ox, he having eaten his whole treaty supply at his late reserve, with the exception of one cow, which he ate this summer. I have made him replace this cow with a good young one, and have lent three oxen and two heifers to deserving members of his band.

I am not astonished at the band eating the Government cattle at the Square Plain, their late reserve, having eaten all their private cattle, as I have been there, and it is the most unsuitable place for farming I know, except the Key's Reserve, which I shall deal with presently. Coté's band have now 34 head of Government cattle, young and old, and are doing well. One ox I found dying of old age; having no teeth I had him killed. Coté himself has about 800 bushels of potatoes, and many of his band are doing well, but many others are doing poorly, relying on the chief too much. I lent this band two steers. I found the Key located in a vast wooded marsh, and living miserably on a few turnips and a little fish. This reserve is useless, as the flies are desperately hard on the cattle, and there is no farming land. The little patches they have are small islands in the morass. Efforts have been made by Agent Macdonald to move this reserve to the neighborhood of Farm No. 2, but without avail; after a long conversation with the "Key," he has promised to meet me on October 26, at Farm No. 2, and give me his decision. I think he will move in early spring, and I have promised him part of Johnston's Farm for one year to plant his seeds in. Key has seven Government cattle, and the band own 37 private cattle.

I have removed Assistant Indian Farm Instructor, Robert Johnston, from Farm No. 2 to Lot B. Band at Moose Mountains, as the half-breed I told you I had hired backed out. (I had him fined twenty-five dollars for breach of contract). I have also notified Allen that he will not be wanted after the fall work is finished; this will leave the staff as small as possible. There are a fine lot of turnips at this farm, and I have ordered up all the cows with calves to winter at this place, as the calves require turnips.

It is almost impossible to get freight to this farm, and it is only by borrowing from the Hudson Bay Company that Johnston can get along at all; on the first snow he will start for Ellice with all the teams he can muster.

The mare sent from Farm No. 1 died the day of my arrival (it is useless to send horses to work without oats). I have had to hire a horse to finish the haying with in consequence. This farm will supply the three reserves, I hope, with seed wheat and potatoes as the crop is good. All the returns, &c., at this farm are well kept, and the few complaints made by some of the Indians against Mr. Johnston, I found, after due enquiry, frivolous. There are three fat cows without teats, and one useless

bull at this farm. I have ordered them to be killed, and used for winter rations, and thus save freight on bacon.

The progress being made by some of the Indian bands in becoming self-supporting and self-reliant may also be learned from the following extracts from the Annual Report of the Indian Commissioner for the North-West Territories and Manitoba:—

"I am in hopes another season to be able to dispense with the greater part of "the instructing force in the eastern section of Treaty 4, which has, until lately, been "in Mr. Allen Macdonald's Agency, but is now transferred to Mr. Agent Herchmer's "Agency. In this locality a large quantity of ground has been broken which can "now be easily cultivated by industrious Indians who want to farm, and with the "assistance they will receive this spring, this acreage properly tilled should produce "enough to keep them. The opportunities they will have for obtaining work in this "neighborhood, which is now thickly settled, together with their usual hunt for "small fur, should place them in an independent position.

"We expect that large numbers of Indians who are now in the south, but who "belong to the reserves in the north, will return this year to their reservations in the "western portion of Treaty 4, which includes Qu'Appelle, Crooked Lake, File Hills, "Touchwood Hills, and Quail Lake, and settle, and we will be compelled to keep a "large staff of assistants to instruct them; but as on many of these reserves there "are now numbers of Indian families who are comfortable, and who have taken to "cultivating their ground, I anticipate no difficulty in inducing those who come in "to work.

"In Treaty 6, particularly in the neighbourhood of Prince Albert and Carlton, "the Indians have made great advancement, and Mr. Rae, who has had them in "charge for a couple of seasons, reports: 'Nearly all the Indians feel confident that "'they can soon support themselves without much assistance from Government; "'they are giving in seed for next year to the farmers, &c.'"

The total quantity of produce raised this year and its money value, as well as the number of houses, barns, and other buildings erected, and acreage under cultivation, may be gathered from the following excerpt of the same report:—

"We paid for seed grain in 1880, at Fort Ellice, $2 per bushel, with freight to "be added, to the reservations; also the same price at all points in the northern part "of the Territories, excepting Prince Albert, Duck Lake and Edmonton; whilst at "Fort Walsh and Macleod we paid seven to eight cents per pound for grain and "potatoes. Whan issued as food, two pounds of turnips take the place of one pound "of flour. I, therefore, think by estimating the crops all over at three cents per "pound, I will not be taking too much credit for its money value.

"The total crop is as follows:—

	Bushels.		
"Wheat	6,172		
"Oats	4,580		
"Barley	8,900		
"Peas	333		
"Potatoes	19,891		
"Turnips	24,855		
"Carrots	1,299		
	66,030=3,961,800 lbs., at 3 cts. per lb.		$118,854
"Hay cut and stacked, 2,582 tons, at $8 per ton			20,656
"Land broken, 4,575⅔ acres, at $5 per acre			22,875
			$162,385

"To this amount may be added the produce of eight Instructors cultivating "nearly 700 acres upon their farms and upon reserves. No report of the yield of "their crops has as yet been received; but I estimate that they will have at least "4,000 bushels of grain, potatoes and roots, which, at the same rate, will amount to "$7,200.

"In 1881, 3,448⅞ acres were under crop as against 1,798 acres in 1880, showing "an increase of 1,650⅞ acres.

"The following are the buildings erected upon the Indian reserves, which "includes also the improvements upon Instructors' farms:—

"Dwelling houses	768
"Soup kitchens	2
"Store houses	22
"Root houses	47
"Ice house	1
"Log huts	88
"Barns	11
"Stables	89
"Milk house	1
"Blacksmith shop	1
	1,030

"The above buildings, with the exception of the huts, are generally of a superior "description. I will not attempt to estimate their value, but their construction "represents a great deal of labor."

Your Excellency's visit to the North-West appears to have given universal satisfaction to the Indians, and the words spoken by Your Excellency to them have no doubt had the effect of further impressing them with the conviction, with which the officers of this Department have continually endeavoured to imbue their minds, that the object of the Government in rendering them assistance, is to enable them to become self-supporting at as early a date as possible.

There is no doubt that the proper sentiment to inculcate among Indians is one of self-reliance; and the Department has, from the time it became necessary to assist the Indians of the North-West Territories, strenuously insisted on its officers in the Territories keeping that thought constantly before the minds of the Indians. And in order to give them practical experience of the doctrine, on reserves when it has been at all practicable, the Indians have been required to work for the food or other assistance afforded them.

It is a gratifying indication of the success that is likely to attend the efforts of the Department to make the Indians of the North-West Territories self-sustaining, to learn from the Reports of the Commissioners and the Agents that in some districts they are almost in a position now to support themselves. The return of the buffalo to the country has no doubt had the effect of unsettling the minds of many of the Indians; and as we cannot expect when the Railway shall have been completed through the Territories with the consequent rapid advancement of settlement that must follow its completion, that buffalo will roam over the plains in sufficient numbers to support life

among our Indians, or to supply them with clothing, it is questionable, when the disturbance of their minds and the consequent distraction from industrial pursuits occasioned by the advent of a few herds of buffalo are taken into consideration, whether the return o that animal occasionally can be considered a subject for congratulation. There can be little doubt that the fewer the disturbing influences while the Indians are learning to accustom themselves to the tillage of the soil, the sooner they will settle down and become self-supporting, and the earlier the Government will be relieved of the expense of feeding and affording them instruction in agriculture.

In order to prevent the Indians from selling or bartering, and other parties from purchasing from them the produce raised on the reserves, Your Excellency was pleased by Order in Council of the 14th July last, to prohibit the same under pain of the penalties prescribed by the provisions of the Act 44 Vic., cap. 17; and the regulations made under the said Order in Council, as well as the provisions of the Act above quoted, were extensively published throughout the Territories.

With regard to the alleged killing of cattle and stealing of horses belonging to inhabitants of the United States by Canadian Indians, while the latter were across the boundary line engaged in trading and in pursuit of the buffalo, the representations which were made to the Government of the United States, and which were communicated to Your Excellency, were, it is believed, greatly exaggerated. The following extract from the Annual Report of the Indian Commissioner for the North-West Territories places that matter in what is probably its true light:—

"I reported in 1879, that a large number of the 'Blackfeet' and 'Bloods' went "south to hunt the buffalo.

"Most of these remained in American territory until this summer; prior to their "leaving they had been living on the buffalo and were still in their wild uncivilized "state; they had realized the beneficial results of the advent of the Mounted Police "and the stamping out of the whiskey traffic, and had we been in a position, at that "time, to have kept them on their reserves, I am sure they would now have been "much more contented than they are; but, understanding the position they were in, "and that the Sioux were keeping the buffalo from them, they had no alternation but "to strike out for the south, where they had been informed, they could get meat "and, at the same time, robes for clothing and leather.

"While on the American side they had a good hunt, and had the whiskey "traders kept away from them they might have returned in better circumstances "than when they left; as it was, they were followed by the lowest class of thieves "and whiskey traders who, in exchanging for robes, supplied the Indians with horses, "then made them drunk, and while in that state drove their horses off; it was on "finding themselves on foot that they commenced stealing from each other, from "American Indians, and, to some extent, from the whites. Complaints were made "to the Government at Washington, that the British Indians were killing cattle, and "there was some excitement among the cattle men. I think it is likely that while "on their horse-stealing expedition a few cattle might have been killed by our "Indians; but, from information received on the Missouri River, I am satisfied that "the loss sustained by the cattle men was not as large as was represented, and that "the severe weather had more to do with it than had the Indians. Although our "Indians got the credit of killing all that was missing, it is well known that the "American Indians committed the bulk of the depredations.

"Our Indians are in this position: the Indian traders on the Missouri hold out "great inducements to them to go south and hunt, and to this end fee the chiefs, "while the United States Government instruct the military to drive them back, "should they come south across the boundary."

SURVEYS.

Surveys of the boundaries of the reserves assigned the Indians within the territory covered by Treaties 4 and 6, were completed during the open season, under the direction of Dominion Land Surveyors Simpson and Nelson, while the boundaries of several of the reserves allotted the Indians under Treaty 3 were surveyed by Dominion Land Surveyor Vaughan; and some changes which it was deemed advisable to have made in some of the reserves, embraced in the territory covered by Treaty No. 2, were effected by Dominion Land Surveyor Austin. The rapid settlement of the country renders it absolutely necessary, with a view to the prevention of future complications, that the work of surveying the boundaries of all Indian reserves in Manitoba, Keewatin, and in the North-West Territories, shall be prosecuted vigorously to completion; and increased efforts will be put forth, as soon as practicable, to effect this much-to-be-desired end.

The reports of the surveyors above mentioned, (with the exception of Mr. Vaughan's, which has not yet been received,) describing their operations in the field, as well as sketches of the reserves surveyed, will be found herewith.

MANITOBA.

The Indians of Manitoba and of a large portion of the district of Keewatin, suffered considerably during last winter, owing to a combination of causes, among which may be mentioned, as respects the Indians of Lake Winnipeg, the partial failure in most places, and total failure in many, of the fisheries; the scarcity of muskrats, which form a large portion of their means of subsistence; the paucity of fur-bearing animals generally; the early flight of the wild fowl, owing to the unusually early setting in of winter; the flooding during the open season, by an unprecedented rising of the lake, of many of their planting grounds, and the consequent destruction of the most of their crops; and an early frost which blighted the crops that were not destroyed by the high water. Matters in the Lake Manitoba district were not quite so bad. Several bands, however, experienced the loss of their crops by the rising of the water of that lake, and consequent misery among those bands ensued; the water even entering the houses of some of the Indians; and in the case of two reserves the Indians were obliged to abandon them. Many cattle perished during the winter, owing to a scarcity of hay; the Indians being unable to secure a sufficient quantity of that product on account of so much hay land having been flooded.

The Indians of Lakes Winnipeg and Manitoba deserve credit for the perseverance shewn by them under these disheartening circumstances, and for the endeavors put forth by them to cultivate land, and when they found, as has not been at all unusual, that the soil of the reserves allotted to them was unsuited to agriculture, from its arid or rocky nature, or from the situation of the reserve exposing it to being flooded by the rising of the lake, they applied for land elsewhere; and when new locations were granted to them, they commenced work anew, with a determination to sustain themselves and families by the results of their industry; and it is the exception when an Indian band in either of these districts is not found desirous of improving its condition. The general cry from them is for more farming implements and tools, and where there are none already in operation, for schools to be established.

It is regretted that as favorable a report cannot be given of the Indians whose reserves are situated nearer Portage la Prairie. There are three or four bands in that district whose progress is most unsatisfactory, so far as their settlement on and cultivation of their reserves are concerned. They, nevertheless, cost the Government little or nothing for sustenance, as they seem to be able to support themselves by fishing, hunting and working for white farmers. It is, however, to be regretted that the Government should be at the expense of maintaining an Agency for these Indians with so little practical result in so far as the tillage of their lands is concerned.

As an evident necessity existed for a closer supervision being exercised over the Indians within the Agency which formerly embraced the reserves at St. Peter's, Broken Head River, Fort Alexander and Black River, owing to the proximity of these reserves, especially that of St. Peter's, to white settlements, the Agency was divided (at no increase of cost, however), the reserves at St. Peter's and Broken Head River being placed under the charge of Mr. A. M. Muckle; and those at Fort Alexander and Black River being committed to the care of Mr. Joseph Kent. Both of these gentlemen are practical farmers, and it is hoped that the change in the Agency will soon prove by its results to have been beneficial to the Indians.

On the St. Peter's Reserve the crops compare favorably this year with those of the last two seasons. The wet spring, however, prevented much land from being sown that would otherwise have been put under crop. The water of Lake Winnipeg, which is stated to have risen several feet higher than was ever known before, by flooding many of the fields on the north part of the reserve interfered with farming operations in that locality. Many of the cattle perished during last winter from want of hay; the high water having swamped much hay land during the previous autumn.

The St. Peter's Band has this year for the first time done statute labor on the roads passing through their reserve, having also increased the width of many of them, repaired the bridges, &c.

The Indian Council on this reserve appear to be disposed to adopt municipal laws for the government of their people in local matters. The Agent reports that they have already adopted several of the regulations of the adjacent municipality in such matters as the impounding of cattle, destruction of thistles, statute labor, &c.

The schools in operation on the reserve are reported to be conducted efficiently.

On the Fort Alexander Reserve the Inspector reports a very marked improvement in the quantity of land cleared, as well as in the area brought under cultivation. There are two schools—one Roman Catholic, the other Protestant—in operation on the reserve.

The Indians whose reserves are situated in the district surrounding the Lake of the Woods lost many of their cattle last winter, their hay crop having been to a large extent a failure, owing to the overflow of the lake. The severe frost of last winter also destroyed large quantities of potatoes.

The soil in this region is as a rule stoney in character, but where there is any at all arable it is reported to be very productive, being well adapted for raising corn and potatoes.

On Big Island Reserve the gardens are reported to be large and well fenced, and the Indians owning the reserve at Islington are represented as having made good advancement in the cultivation of their lands, and as having large clearings. A school for the children is also in operation on the reserve.

It is much to be regretted that the liquor traffic is carried on extensively in the Lake of the Woods district, to the demoralization of the Indians and prevention of the good results which would otherwise attend the efforts put forth to improve their condition. The proximity of the reserves to the United States border operates to prevent the enforcement of the law. It is, however, feared that a large quantity of liquor finds its way to Rat Portage from Winnipeg, and to suppress the traffic a more stringent enforcement of the law is urgently needed.

The Rainy Lake and Rainy River Bands of Indians own numerous reserves, the most of which are well adapted for agriculture; and the Inspector reports a decided advancement in building and agriculture among the northern bands of Rainy River. It is to be regretted, however, that the Indians of this district lose five or six weeks annually at their heathen feasts, whereat pagan ceremonies and war dances are celebrated, much gambling being also indulged in, resulting in the reckless squandering

of the money received at the annuity payments, and in the loss of time above referred to, which might be profitably employed on their reserves.

These Indians, as well as those on the Lake of the Woods, urgently solicit the Department for more implements.

As in the case of the Lake of the Woods Indians, the proximity of the Indian bands near Fort Francis to the United States border operates seriously to prevent the suppression of the liquor traffic among the Indians, and the inhabitants of that village strongly expressed their views on the subject to Mr. Inspector McColl on the occasion of his visiting the place during his late tour of inspection, representing that they were apprehensive of serious trouble arising some time when the Indians might be under the influence of liquor.

The bands comprised in the Agency at Savanne, (which is the eastern limit of the territory covered by the treaty made at the north-west angle of the Lake of the Woods,) consist of those of Lac des Mille Lacs, Lac la Croix, River la Seine, and Ka-wa-wai-go-moks' Band. They live principally by fishing and hunting; those, however, owning the reserves on Lac la Croix and River la Seine are reported to be making fair progress in agriculture. The soil generally in this Agency is described as rocky and sterile.

BRITISH COLUMBIA.

As intimated in my Report of last year as likely to be done, the names of several gentlemen to fill the positions of local Indian Agents at various points in Vancouver Island, and on the southern portion of the mainland of British Columbia, were submitted to, and the gentlemen recommended were appointed by Your Excellency to their several positions by Order in Council of the 3rd of April, 1881.

The persons appointed and the districts placed under their supervision were as follows:—

1st. Mr. Wm. Stewart, to the Cowichan Indian Agency on Vancouver Island.

2nd. Mr. George Blenkinsop, to the West Coast Agency on Vancouver Island.

3rd. Mr. W. H. Lomas, to the Kwaw-Kewlth Agency on Vancouver Island.

4th. Mr. P. McTiernan, to the Fraser River Agency on the Mainland.

5th. Mr. Henry Cornwall, to the Kamloops Agency on the Mainland.

6th. Mr. A. E. Howse, to the O'Kanagan Agency on the Mainland.

Owing to Mr. Stewart's refusal to accept the Cowichan Agency, Mr. Lomas was provisionally transferred to the same, Mr. Blenkinsop to the Kwaw-kewlth Agency, and Mr. Henry Guillod to the West Coast.

The Reports of these Agents, as well as the Report of the Indian Superintendent for the Province, will be found herewith. They contain full particulars respecting the condition of Indian matters in the various Agencies. The Indian Superintendent's Report also embraces several localities outside of the Agencies, which were visited by him during the past season. It is gratifying to learn from these various sources, that the Indians of British Columbia were never previously in such a prosperous condition, and that contentment prevails generally among them. The Superintendent reports that a marked improvement is observable almost everywhere in the appearance of their houses and villages, both on the coast and in the interior, and that the policy of the Government in encouraging self-reliance among these Indians is being attended with satisfactory results. Exceptions to this condition of matters are, of course, to be found in the vicinity of populous white centres, where the contact of the Indians frequenting the same with white men of vicious propensities affects the former prejudicially.

The tribes of the Kwaw-Kewlth nation who frequent the north-east part of Vancouver Island, as well as a few bands in the Bella Coola region, are also exceptions to the general prosperous condition of the Indians of British Columbia. But no doubt the presence among them of an active, intelligent Agent as is Mr. Blenkinsop, who, as an additional qualification for the position, has had long acquaintance with those Indians, will soon effect a favorable change. The liquor traffic has been extensively prevalent among them, and to it is no doubt to be largely attributed their present backward state. Vigorous measures are in progress to suppress the same, such as the appointment of local constables; and the efforts of the Indian Agent will be unceasingly directed towards the accomplishment of this much-to-be-desired end.

At Nimkish Village, on Alert Bay, which is one of the Kwaw-Kewlth villages, the Superintendent reports an improvement in the cleanliness of the Indian habitations; also that a very complete cannery has been established at that point by a business firm. Thus lucrative employment is furnished to those Indians. There have also been erected in this village, by the English Church Missionary Society, mission and school buildings, in which male and female Indian schools are conducted by the Missionary and his wife, the latter also instructing the females in housewife's work, and keeping them as much as possible separate from the debasing influences of Indian camp life.

Knight's Inlet is the great place of resort for all the Kwaw-Kewlth Indians. There they can obtain an unlimited supply of the Oolachan, a delicious fish much prized by the Indians for its flavor, as well as for its oil, which they barter with the southern tribes. Game is also abundant, and an extensive fish canning and oil establishment is likewise to be brought into operation at this point in the ensuing spring, which will afford the Indians additional means of employment. The Superintendent remarks that this reserve at Knight's Inlet might be made immensly productive.

The Indians of Bella Coola were last winter so unfortunate as to have their village destroyed by fire. Assistance in the shape of food and farming implements was furnished them by the Department.

The residents of Kemsquit Village met with a misfortune five years since, from which they appear not to have recovered. This village was bombarded by Her Majesty's ship *Rocket*, owing to the refusal of two of the natives to accompany the captain of the vessel as witnesses in a case of suspected murder by the Indians of the crew of the steamer *George I. Wright* which had been lost at sea two years previously

The Superintendent reports that there is no reason to believe that the crew were murdered, and that the Indians complain bitterly of the injustice done them. Besides the destruction of their village, a number of people died from exposure and want; and as no lumber can be obtained in the locality, they have been unable to rebuild their houses. Their reserve being remote in an isolated position, the Indians have not the same facilities as others for making money wherewith to procure such requisites.

The superintendent reports that a great improvement has taken place since his visit two years ago in the condition of the Indians of Bella Coola. They are cleanly and well dressed, their houses also being kept neat and clean. Many of these Indians have abandoned the demoralizing customs of savage life.

The Wesleyan Methodist body has established a mission in the village, their buildings consisting of a neat and commodious church and a very comfortable mission house.

The Tsimscheans of Metla-kahtla have cause to be proud of their village, which has increased in population from 50, the number when the mission was commenced by Mr. William Duncan in 1862, to not less than 1,100 souls. The present population consists of members from the thirteen different bands who speak the Tsimschean tongue.

Their school-house will seat about four or five hundred. They boast also of a large church building, which was erected by the Indians; an extensive store, a saw mill, planing machine, lathe, and other machinery, all worked by the Indians. Window sashes, panelled doors, aud house furniture are manufactured in the workshops. An Indian blacksmith supplies the mill, &c., with all the iron and steel fixtures required. The manufacturing of bricks has been commenced, and Mr. Duncan expects to establish a salmon cannery at an early date.

The female portion of the population employ themselves in carding and spinning wool, as well as in weaving.

The houses occupied by the Indians of this village are uniform in size, which is 36x18 feet, and consist of two floors containing two rooms below and three rooms

above. Mr. Superintendent Powell states that the settlement presents the appearance of an orderly English village.

The Indians of Kincolith, on the Nass River, were found by the Superintendent working industriously at a cannery, with profitable results.

The Indians residing in the villages on the Nass River are greatly perplexed by reason of the rivalry existing between the Anglican and Wesleyan Methodist denominations, and distrust of both has been the natural result; the natives of the upper villages declining to have anything to do with either denomination; concluding that their heathen rites are better, being attended with less contention.

The Indian village at Fort Simpson, like that at Metla-kahtla, is a model settlement. The Indian houses are described as being well finished, most of them exceedingly neat and clean, and many of them comfortably furnished; considerable improvement in these and other respects since the Superintendent visited the village two years ago, being manifest.

Besides the mission buildings of the Wesleyan Methodist Church, a comfortable school-house has been erected, which is about to be enlarged in order to accommodate the increasing number of applicants for tuition. A home for young Indian females has also been established by Mrs. Crosby, the missionary's wife. The satisfactory condition of matters at this point is mainly due to the efforts of the Missionary Society of the Methodist body to advance the Indians, which have been attended with eminent success.

The Stickeen Indians, whose huntin grounds are within the territory belonging to the United States known as Alaska, which borders on British Columbia, have always disputed the right of the Indians of the latter Province, whose hunting grounds extend northward to the boundary of Alaska, and who are known as the Sticks and Taltans, to fish in the Stickeen River for a distance of 150 miles up stream from its mouth, over which the Stickeens claim they have the exclusive right of fishing although the disputed portion of the river runs through British territory. Upon the occasion of the visit made by the Indian Superintendent to this region the Chief of the Stickeens promised to no longer molest the Sticks and Taltans in the exercise of this privilege. The latter Indians are described as honest, trustworthy and very industrious. The opening of the mines of Cassiar has, however, brought them into contact with unscrupulous white men and demoralization has followed.

The Hydahs of Queen Charlotte Islands are described as being superior to any other unchristianized Septs of the Province. They possess much mechanical skill. Their houses are large and commodious, built of boards manufactured by themselves, and are kept neat and clean. The people are well dressed.

The Church Missionary Society has a post at the Massett, which appears to be successfully managed. The Indians are anxious to have a school-house erected at this place.

The Indians of Skidegate, which is another important village on Queen Charlotte Islands, also earnestly solicit the erection of a school building and establishment of a school at that place; and the Superintendent reports that at no point in the Province could a grant for educational purposes be so satisfactorily expended as at Skidegate.

The Hydahs are described as a stalwart race of fine physique, very tractable and easily managed. During the summer the men easily earn five or six dollars per day each in catching dog-fish and selling them to an oil company at Skidegate. They are, moreover, capable of turning their hand to any kind of labor; in fact, they are entirely self-supporting.

The Indian village of Kit-kathlah, on Queen Charlotte's Sound is described as large and pretentious, being well built and capable of containing a large population. It presents a neat appearance; and the Indians possess personal property of sufficient value to indicate that they are well off. They obtain plenty of work at remunerative wages at the canneries, whereat Indian is said to be fast supplanting Chinese labor.

It is satisfactory to learn that many of the Indian villages along the north-west coast, which formerly presented an appearance of wretched squalor, are now cleanly and attractive settlements.

The Superintendent reports that the condition of the Indians of the settled parts of the interior of the Province is not less prosperous or promising than that of the coast Indians.

Under the advice of their Agents their money is expended in a much more provident manner; their houses have greatly improved in appearance, and their stock of implements, cattle and horses has increased.

The Cowichan Indians of the Fraser obtain lucrative employment at the fish canneries; and captains of steamers plying on the rivers prefer Indians for manning their vessels, as being the most willing and active employés they can obtain. An Indian realizes from this source from $45 to $50 per month.

The Indians further inland obtain profitable employment as packmen and carriers, in connection with the railroad surveys and work in course of prosecution.

The unhealthy keequally (an underground house which was formerly much used by the Indians of the interior) has been almost entirely abandoned, and comfortable, clean houses have replaced it.

Surveys of the boundaries of the reserves allotted the Indians on the Lower Fraser, at Jervis Inlet and Howe's Sound, were made during the past season by two parties under the charge respectively of Land Surveyors Mohun and Jemmett.

Schools for the education and training of Indian children are in operation at the following points:—Nass River, Kincolith, Fort Simpson, Massett, Metla-kahtla, Hazleton, St. Mary's, Fort Rupert, and at the forks of the Skeena, and, as before stated, Mr. Superintendent Powell expresses the opinion that one or two schools should be established on the Queen Charlotte Islands, and he also thinks that two or three boarding-schools, of the industrial type, if established at the most central Indian points, would be productive of much benefit to the Indian youth of the Province.

The value of the fish, oil and furs taken during the past year in the Province of British Columbia is estimated at $739,056 ; and when it is considered that the larger proportion of these products was the result of Indian labor, an idea may be formed of the important place which the Indian fills in the labor market of the Province.

Early in the month of May last, Mr. Peter O'Reilly, who had previously been appointed by Your Excellency, Commissioner for the allotment of the residue of the Indian reserves in British Columbia, not previously assigned to the Indians by his predecessor, Mr. Sproat, or by the joint Commission which transacted this important branch of Indian work previous to Mr. Sproat's appointment as sole Commissioner, took the field with a view to give effect to the instructions given him in connection with the allotment of lands for the Indians.

The programme laid down for the guidance of the Indian Reserve Commissioner in his season's field work comprehended lands to be allotted the Indians on the Fraser River at Semiahms, Kaiteze, Harrison River and Yale; in the interior, at Williams Lake, Soda Creek, Quesnelle, Bonaparte, Cache Creek, Lytton, Lillooet, the Portages, and Douglas; on the southern boundary, Sisnal-Kameen and Osooyoos; on the north-west coast, Bella Coola, Skeena, Metla-kathtla, Fort Simpson and the Nass; and on the west coast, Barclay Sound.

An idea as to the extent to which the Commissioner has been able to accomplish the proposed work and the labor involved in the same may be gathered from his Reports, and the descriptions which accompanied them, received, from time to time, by the Department, and which form part of the appendices to this Report. Mr. O'Reilly appears, up to the date of his last Report, to have been eminently successful in meeting the views of the Indians, without assigning unnecessarilly large areas of land to them, when the nature of the soil in the various localities is taken into consideration.

THE OLDER PROVINCES.

Indian matters in the older Provinces of the Dominion have undergone but little change since the date of my last annual Report.

The crops were, generally speaking, bountiful; the take of furs, by those Indians who followed the chase for a living, was fairly large, and the prices obtained for the same were remunerative; and the catch of fish was abundant.

It is to be regretted that so many of the Indians of the older Provinces, although possessing lands of first-class quality, situated within easy reach of good markets, and residing in the vicinity of white farmers, from whom they might, if so disposed, acquire a knowledge of farming profitably, evince such inability to profit by these advantages. Their farms, generally speaking, are not only not managed in such a way as to afford profitable returns, but in too many cases they do not produce sufficient to meet the wants of their families; and consequently basket-making, axe-handle manufacturing, bead work, moccasin-making and other Indian handicraft, have to be resorted to, in order to supply the deficit. And to dispose of these articles the Indians have to visit numerous places, and thus their old, and to them, congenial habit of wandering about the country is fostered, which is attended with evil results to them, morally and materially.

The appointment of local agents possessing a practical knowledge of farming, who would instruct the Indians in that art, and in raising and taking care of live stock, and in keeping their buildings and fences in repair, would, no doubt, effect a change for the better in the condition of the Indians of these Provinces. The services of an active inspector, possessed of sufficient knowledge in such matters, to enable him to judge whether or not matters were being properly managed on the different reserves, would also be of incalculable benefit. Until a system of the kind above indicated be inaugurated, no material improvement in the condition of the Indians of the older Provinces may be expected.

The strange aversion evinced by very many of the Indian bands in these Provinces to their reserves being subdivided into locations for different families has prevented the issue generally (as was contemplated) of location tickets to individual occupants covering the lands held by them.

Some bands, however, whose reserves were subdivided many years since, willingly agreed to accept the tickets; the holders of the same appearing to understand that they gave them individually a better title to their respective holdings than they previously possessed. And it is hoped that in time all of the bands will consent to their reserves being subdivided and location tickets being given to the individual occupants of land therein.

It is worthy of consideration whether legislative measures should not be adopted for the establishment of some kind of municipal system among such bands as are found sufficiently advanced to justify the experiment being tried. It is hoped that a system may be adopted which will have the effect of accustoming the Indians to the modes of government prevalent in the white communities surrounding them, and that it will thus tend to prepare them for earlier amalgamation with the general population of the country.

The following *résumé* will give an idea of the condition generally of Indian matters in each of the older Provinces:—

ONTARIO.

Ojibewas (or Chippewas) of Lake Superior—Fort William Band.—A larger quantity of lands has been cultivated by this band than had previously been the case.

They erected a new council-house during the past year. There are two schools in operation on the rsserve,—one for boys, and the other for girls. Both are conducted efficiently. The attendance is, however, small, mainly owing to the fact that the parents do not provide sufficient clothing for their children.

Big Bay on Lake Nipigon.—A number of Indians having settled at this point, on vacant Crown Lands, have been informed that their rights to such lands will, as is the case with those of other actual settlers, be respected.

School-houses having been erected at Lake Helen as well as on Lake Nipigon, schools are about to be brought into operation at both points, under the auspices of the Roman Catholic Church.

The Pic.—Several new buildings have been erected and considerable improvements have been made. Potatoes and other vegetables were produced in fair quantities. A school is also about to be established here.

Michipicoton.—No change of sufficient importance to be noted.

Ojibewas (or Chippewas) of Lake Huron—Garden River Reserve.—The grain crop was an average one on the east side, but on the west part of the reserve the greater portion of the crop was destroyed by grasshoppers and insects. The potato bug also caused much damage to the potato crop. In the case, however, of Indians whose fields were properly tended their crops as a whole came out fairly well.

There are two schools, one a Protestant and the other a Roman Catholic institution, in operation on the reserve. The attendance at both is reported to have materially increased during the past year.

Manitoulin Island.—Indians, and Indian Bands on the north shore of Lake Huron, opposite that Island.—The grain crops were below the average. Potatoes fairly plentiful; the hay crop light; and the winter being very long many of the cattle of both Indians and white men perished from want of sufficient provender. The increase in the area of cultivated land over that of last year is but slight. Owing to the severity of the winter large quantities of potatoes and other roots were destroyed.

Many of the Indians obtain steady employment with good wages at saw-mills during the summer, and in the lumber shanties during the winter.

The fisheries were fairly productive, and the take of fur-bearing animals was attended with average success. The price obtained for the furs was also remunerative.

The general conduct of these Indians is reported as good.

The industrial school buildings for boys and girls at Wikwemikong, on Manitoulin Island have been greatly enlarged, and the progress made by the pupils is satisfactory.

New school buildings have been erected by the Indians of Manitoulin Island at Wikwemikongsing and Shesheguaning, and others are in course of erection at Whitefish Lake, South Bay and Sheguiandah; assistance in the shape of window sashes, glass, nails, locks, &c., being given by the Department.

Parry Sound District.—The crops on the reserves in this section were fairly abundant. The Indians live principally however by hunting, fishing, working at saw-mills, and at loading and unloading vessels, in the open season. They pay but little attention to the cultivation of their lands.

There are four schools in operation at the following points:—Two on Parry Island, and one on each of the reserves at Henvey Inlet and Shawanaga. They are fairly attended and well conducted.

The Central Superintendency of Ontario comprehends several Indian bands occupying reserves at different points between Christian Island, in the Georgian Bay, and the Township of Tyendinaga, in the County of Hastings, on the Bay of Quinté.

Commencing at the first-named point:—

(*a*) *Christian Island.*—I have the honor to report that the Indians living on that reserve are described as a very industrious and steady community. They are consequently quite comfortably situated, prospering and increasing in numbers. There is a school in operation on the reserve.

(*b*) *Chippewas of Saugeen.*—The crops were fair. This band took out a license to cut railway ties on their reserve, which they sold to advantage. There is a slight increase in the population. There are two schools in operation on this reserve.

(*c*) *Chippewas of Nawash or Cape Croker.*—These Indians manage to live very comfortably, and own a large number of cattle. They having obtained a license, got out and sold about $8,000 worth of railway ties from the reserve last winter. Their fishing operations were unusually successful. A new public building to serve as a council hall and school-room was erected during the year. There are three schools in operation on the reserve, which are conducted more efficiently than was formerly the case. There appears to be undoubted evidence of satisfactory progress in this band as well as in that at Saugeen.

(*d*) *Chippewas of Rama.*—These Indians are improving in their style of farming, and are increasing in numbers. There is a school in operation.

(*e*) *The Chippewas of Snake Island,* in Lake Simcoe, are described as very industrious, and they consequently live very comfortably. There is a school in operation on their reserve.

(*f*) *The Mississaguas of Mud Lake* support themselves comfortably. No increase in their number. There is also a school in operation on their reserve.

The Mississaguas of Rice Lake are decreasing in number. Some of them farm in a creditable manner. The majority of them however employ white men to work their land for them, and their fields from want of care are rapidly becoming covered with thistles and other weeds. There is a school in operation on the reserve.

(*h*) *The Mississaguas of Alnwick,* like those of Rice Lake, are also decreasing in number. They erected a very handsome brick building during the past year, containing a council hall and schoolroom, wherein a school is conducted.

(*i*) *The Mohawks of the Bay of Quinté* are increasing in number. Their school matters are in a very satisfactory position. There are three schools in operation; all of which are well attended and efficiently conducted. It is to be regretted that there is not greater improvement in the agricultural operations of these Indians.

The Grand River Superintendency embraces the important Indian Confederacy known as the Six Nations. Their reserve is situated on the Grand River and comprehends the Township of Tuscarora and parts of the Townships of Onondaga and Oneida. There is also a small band of Mississagua Indians resident on part of the reserve in the Township of Tuscarora, having been some years ago generously assigned a location thereon by the Six Nations.

Substantial improvements have been made by both communities on their lands during the past year. A fair quantity of new land has been got ready for cultiva-

tion, and a considerable quantity of fencing has also benn done; numerous buildings have also been erected. The past year's exhibition of the Six Nation Agricultural Society is reported to have been exceptionably good, excelling those of previous years. The society erected during the year a hall of the dimensions of 70 x 30 feet, and enclosed a park around it of 12 acres in extent. The annual ploughing match, at which 12 prizes were presented to successful competitors, took place in November, and was witnessed with much interest by numerous spectators. The ploughing is stated to have been very creditable to those Indians who competed for the prizes.

The statute labor on the roads and bridges is satisfactorily performed.

The Mississaguas are erecting a new brick council house.

Education is attracting increased interest among tho Six Nation Indians generally. There are 12 schools whereat the children of the Six Nations receive daily instruction. The Mississagua Band have one school for their children.

Temperance societies are in operation on the reserves, and are believed to be attended with beneficial results; but nevertheless liquor is indulged in by too many of these Indians, and there have been several sad cases of death from violence at the hands of Indians of the Six Nation community while intoxicated.

The Western Superintendency of Ontario comprises the Indians and their reserves in the counties of Lambton, Kent, Middlesex and Essex. Those in the counties of Lambton and Essex are under the supervision of a visiting Superintendent stationed at Sarnia, and consist of

1st. The Chippewas of Sarnia, who occupy a valuable tract of land capable of being successfully farmed and of affording rich compensation to those so cultivating it. But far from this being the case with the present occupants, a recent investigation into their condition revealed the fact that the large majority of them not only fail to cultivate the land successfully, but are living in actual misery.

The manner in which the affairs of this band have been managed has been very defective. Although the Department has had for years a superintendent resident at Sarnia, which is within four miles of the reserve, but little attention has been given to the local matters of the band. The locations of the Indians, as a rule, have never been inspected, nor the Indians visited individually by the Superintendent, with a view to ascertain personally what was the condition of each family and holding on the reserve.

When the real condition of matters on the reserve was learned, strong inducements were held out to these Indians by the Department to persuade them to remove to Walpole Island and take up locations thereon. It is believed they could be better looked after on Walpole Island were a competent resident Agent stationed

there than where they are at present residing, and with less cost to the Government. The negotiations, however, failed. The strong predilection which Indians usually have for localities long occupied by them operated to prevent the Sarnia Indians from acceding to the propositions of the Department.

2nd. *Walpole Island.*—Matters on this reserve were not found in so bad a condition as were those of the Sarnia Reserve. Grave irregularities have, however, been permitted in connection with the cutting of timber and wood, which have been allowed to be removed by "jobbers" without the knowledge of the Department.

3rd. *Sauble and Kettle Point Reserves.*—The same remarks apply to these reserves as to the reserve on Walpole Island.

The Indians on the reserve near Sarnia are decreasing in numbers.

Schools are in operation in each of the reserves.

It may be generally remarked, in connection with the above bands and reserves, that the entire management of this Superintendency has been loose in the extreme; and that a change is imperatively necessary.

Resident Agents should be stationed on or in the immediate vicinity of the several reserves, possessing qualifications that will enable them to instruct the Indians in farming, and to energetically protect their interests in the timber and other valuables on the reserves; and it is proposed at an early date to effect a change in the manner indicated.

4th. *Wyandots of Anderdon*, in the County of Essex.—These Indians are also under the Superintendent stationed at Sarnia. The large majority of them were enfranchised during the past year, having served the term of probation required by the law; they received letters patent, conveying to them in fee simple the lands individually assigned themselves and their families.

5th. *Oneidas, Chippewas and Munceys of the Thames.*—These Indians occupy two reserves,—that of the Oniedas, being situated in the Township of Delaware; and the reserve occupied jointly by the Chippewas and Munceys, being in the Township of Caradoc.

These bands are under the supervision of an Indian Agent stationed at Strathroy.

The reserves are beautifully situated on the River Thames, and the soil is of excellent quality.

There are six schools in operation in this Agency, namely: Two on the Oneida Indian reserve; three on the part of the reserve occupied by the Chippewas, and one on that part of the same reserve on which the Munceys are settled. The attendance of the schools is not as large as might be expected.

Both the Oneidas and Chippewas are increasing in number; while the opposite is the case with the Munceys.

Moravians of the Thames.—Their reserve is in the Township of Orford, in the County of Kent, and they are under the charge of an Agent stationed at Highgate.

The crops were not so bountiful as those of last year; but more land having been broken and cultivated, the actual quantity of produce reaped was no less.

Quite a number of new barns and stables were erected during the year.

Improved farming implements such as seed drills, cultivators and reaping machines have been more generally brought into use on the reserve.

The road work done by the Indians it is reported would be creditable to any white community, and several watercourses have been made to drain the land, which has been of much benefit to the reserve.

The school house has been put in a state of repair, and the progress of the children who attend regularly is satisfactory. The number attending however is not as large as might be the case were the parents more particular in making their children attend.

QUEBEC.

Algonquins and Têtes de Boule of the River Desert and Gatineau.—These Indians have a reserve beautifully situated at the junction of the Rivers Desert and Gatineau, and are reported to be making steady progress in agriculture.

The number of their live stock, horses, and cattle, is increasing.

Their crops this year were of average quality, excepting hay, which was very light.

The Agent reports that in a reasonable time these Indians will become as good farmers as many of their white neighbors. Location tickets covering their individual holdings were this year issued to them.

They were until recently altogether dependent on hunting for a subsistence. But the rapid diminution in the number of fur-bearing animals and large game, especially the moose (from which not only their supply of meat was obtained, but the material for making moccasins for their own use, as well as for sale and barter), has convinced these Indians that a change in their mode of living is necessary. Many of them, besides farming, engage during the winter with lumbermen, and work in the shanties.

Lake Temiscamingue Indians.—But little can be said regarding these Indians as the Department has no Agent on their reserve, which consists of a fine tract of land situated on the lake.

The Indians live principally by hunting and fishing,—the Department sending flour every winter for the aged and sick members of the band, which the Hudson Bay Company's officer kindly divides among them.

Iroquois of St. Regis.—A great number of these Indians during the open season engage in driving timber and as pilots on vessels. Those who farm cannot be described as successful agriculturists,—the work being done in a very careless, unsatisfactory manner, their land being allowed to a large extent to grow up in weeds and underbrush; although they have a fair proportion of good farming land, especially on the islands, of which there are several of large area.

There are three schools in operation on the reserve, a new one having been opened during the year at a point locally designated as "the Chenail."

There was only one case of extreme want, which necessitated aid being given from the funds of the band, during the year.

Iroquois of Caughnawaga.—These Indians had a good harvest of peas and oats. They also raised some wheat.

Many of them during the winter obtain employment in the quarries; others work in the shanties, and during the open season as raftsmen.

The trade in their own manufactures has been brisk. The tribe, generally speaking, are in more prosperous circumstances than was formerly the case.

Owing to the position of this reserve, which is directly opposite Lachine, from which a ferry steamer runs constantly during the season of navigation, it has been found difficult to repress intemperance. Strenuous measures were however adopted during the year, and with marked success, to lessen the evil.

Indians of the Lake of Two Mountains.—I am happy to be able to report that the Government have at last been enabled to effect an arrangement under which the vexed question of Indian claims to lands in the Seigniory of the Lake of Two Mountains, in so far as, at least, thirty-two Indian families are concerned, has forever been set at rest. These Indians have removed to lands in the Township of Gibson, in the District of Muskoka, purchased for them from the Government of Ontario with money supplied by the Seminary of St. Sulpice for the purpose. Besides land for occupation by these families, the Seminary have paid for sufficient land to accommodate all the Indians of the Lake of Two Mountains should they elect to remove to that locality, the Seminary paying the

Indians for their improvements at Oka and the expenses of their removal to Gibson, and of feeding them for fourteen days after their arrival. The Seminary is also to pay for the erection of a substantial log-house, of the size of 18 by 24 feet, for each family; and if, at the end of four years, any of the lots purchased remain unoccupied the purchase money of said unoccupied lots (without interest) is to be refunded to the Seminary. The title of the land, which consists of 25,582 acres, is to be vested in the Crown in trust for the Indians.

The families that have already moved to the new reserve, are quite delighted with the change; the land being very well adapted for agriculture; well watered with lakes abounding in fish; deer and other game being also plentiful, and having abundance of serviceable wood of various kinds on the reserve.

malicites of Cacouna and Rivière du Loup.—These Indians are entirely nomadic in their habits, live by hunting and fishing, and making baskets, &c.

Montagnais of Lac St. Jean.—These Indians have their reserve on the shore of this lake; and are reported to be skilful at and industrious in farming.

Their cattle are also increasing in number.

This year's crop was above the average, and many of the Indians have broken up fresh soil, which they will put in crop next season.

The price obtained last winter for the furs taken by these Indians in the hunt was remunerative; and there was no suffering from want among them.

The school on the reserve is reported to be more numerously and more regularly attended than was formerly the case. Altogether, the position of matters on this reserve is satisfactory.

Micmacs of Maria.—These Indians have a good fishery on the Grand Cascapediac. The country also abounds in game.

They have replaced their wigwams with houses, many of which are very neat.

Some of them have made progress in agriculture, although not as much as might be looked for.

The school has been attended with rather satisfactory results, the attendance of pupils being better than formerly.

Micmacs of Restigouche.—The Agent reports that real progress is being made by these Indians in farming; nearly all the land on the reserve suitable for cultivation has been cleared; and the Indians cultivate it properly, and are in fairly comfortable circumstances.

Hurons or Wyandotts of Lorette.—This band have had to deplore the demise this year of their missionary, the Rev. Mr. Boucher, who has cared for them for over 36 years; and of their Agent, Mr. Honore Sioni.

The school is fairly attended, and is under the management of a good teacher.

These Indians trade extensively in their own manufactures, and are all comfortably situated, a few of them being even in very good circumstances financially.

MONTAGNAIS OF THE LOWER ST. LAWRENCE.

1st. *Grand Romaine River.*—The Indians at this point number 245 souls, and live altogether by hunting in the fall and winter and fishing in the spring and summer. For the more effective pursuit of the latter avocation the Department this year supplied them with more fishing gear, and as a result their catch of fish was very large.

These Indians are described as a very sober and tractable people, not a case of drunkenness having occurred during the year.

2nd. *Nataskowan.*—The Indians who make this place their headquarters number only 36 souls. They live by hunting.

3rd. *Mingan.*—At this point there are 178 Indians. The character given of them by the Agent is anything but flattering. He, however, reports that they are not addicted to intemperance. And having been successful in their take of fur, and to some extent in their catch of fish, they have not suffered from want of the necessaries of life.

4th. *Sept Isles.*—The Indian population at this place is 272.

Furs were plentiful, and the prices obtained for them being remunerative, these Indians had sufficient to meet their needs.

5th. *Godbout.*—The Indians number only 31 souls here. They are described as being industrious in their habits and comfortably situated.

Escoumains.—The Indian population at this point is 50. Their crops promised well this year; but they live principally by hunting and Indian handicraft, selling a great many moccasins, much bead work, &c., to tourists at Tadoussac and other watering places during the summer season.

Betsiamits.—The Indians have a large settlement and reserve here. They number 461 souls.

During the past year all their houses were repaired and neatly colored.

Complaint is made of the facility with which they obtain liquor at Rimouski.

The value of their last winter's hunt is stated at $20,000. In the summer they can make a good living by deep-sea fishing.

The climate of the Lower St. Lawrence prevents the successful culture of land on its shores. There is not a month in the year in these regions without frost. The Indians therefore have to depend entirely on hunting and fishing for a subsistence, and the efforts of the Indian Superintendent are mainly directed towards encouraging them to pursue industriously these occupations, advising them to adopt provident habits, and to avoid indulging in intoxicants. The Agent has also been successful, I am happy to report, in putting a stop to the liquor traffic formerly carried on among them by unscrupulous traders, who would ply them with liquor, and when they were under its influence frequently rob them of the products of their whole season's hunt.

NOVA SCOTIA.

The Micmacs of Inverness County are described as law-abiding, very sober and moral.

These Indians have two reserves, namely,—at Whycocomagh and Malagawatch. On the former reserve the Indians live in frame houses, own horses, cows, young cattle and all kinds of farming implements, besides other valuable personal effects, and are very industrious, raising large quantities of cereals, root crops and vegetables.

The school on the reserve is conducted in a satisfactory manner.

The Indians on the reserve at Malagawatch are not in as prosperous a condition as their brethern at Whycocomagh.

Micmacs of Cape Breton County.—These Indians have a reserve at Eskasoni, and, like their brethern on the reserve at Whycocomagh, in the County of Inverness, follow agricultural pursuits with success, and seem to be desirous of emulating their white neighbors in social habits and attainments.

There is a school on the reserve which appears to be fairly successful.

Micmacs of Richmond County.—These Indians are described generally as being very industrious, honest and temperate.

A few of them, however, do not pay much attention to the cultivation of their lands; being given to wandering habits. The crops of last year, especially oats and potatoes (on which the Indians chiefly depend) were a failure; and had it not been for the relief money sent by the Department, they would have been in sore straits

Micmacs of Antigonish County are described as sober and honest as a class, but unprogressive. It is contemplated to establish a school for the benefit of their children.

These Indians have, of late years, erected a number of houses; but their cultivation of land is very limited. They live principally by fishing, hunting the porpoise, &c.

Micmacs of Lunenburg County.—No perceptible change in their social or moral status. The Indians on the reserve at New Germany have displayed some energy in improving their farms, and this year's crops, with the exception of potatoes, were more abundant than those of previous years, and were also superior in quality.

The Indians of this county are described as sober, honest and religious.

Micmacs of King's County.—These Indians have no reserve; they are scattered, residing on pieces of land in different parts of the county. They live principally by selling articles of their own manufacture. A few families cultivate land with however but indifferent success.

Micmacs of Halifax County.—The Agent reports some progress among these Indians.

Last year a tract of 70 acres at Cole Harbor was purchased by the Department for Indians of this county who have for years frequented the neighborhood of Dartmouth, as it was thought they would be glad to remove there. The Agent reports, however, that but ten families availed themselves of the privilege. Those who have gone are quite comfortable and contented.

Micmacs of Queen's County are described as quiet, inoffensive and industrious.

Their crops this year were excellent.

No cases of drunkenness during the year.

Micmacs of Hant's County.—The crops were short this year, owing to the season being backward, and the injury caused to them by the weevil and by rust.

They have a reserve at Shubenacadie, on which they have made quite important clearings, and they appear to be anxious to improve their condition.

Micmacs of Cumberland County.—These Indians as a rule lead a vagrant, useless life.

On the reserve at Half-way Lake some attention has been given to agriculture; their crops are very creditable, and a decided improvement in their condition has followed.

The young men of this reserve are almost continually at work in mills or in assisting white farmers in the neighborhood.

Micmacs of the County of Pictou.—A change in the Agency of this band was recently necessitated by the resignation, consequent on the promotion to the Roman Catholic See of Harbor Grace, Newfoundland, of the former Agent, the Rev. Ronald

Macdonald, who had for a number of years faithfully acted as the Agent of the Department to these Indians. His Lordship's successor is the Rev. Roderick Macdonald, who is also, as was his predecessor, the parish priest at Pictou, opposite which town the Indian reserve at Fisher's Grant is situated.

The Indians on this reserve are as a rule sober, religious and so far as manufacturing their own work is concerned, which consists of all kinds of wood wares, are industrious.

There is a school on the reserve, which is fairly attended and efficiently conducted.

Micmacs of Annapolis, Digby, Yarmouth and Shelburne.—It is regretted that the absence of a Report from the Agent of these Indians prevents me from describing their condition. It may be said however that the Indians of the two first-named counties are settled on reserves, while those of the two latter counties are nomadic in their habits or resident among the white portion of the population.

NEW BRUNSWICK.

Micmacs of the North and East Counties.—A slight improvement in their condition is reported. On many of the reserves more attention is being given to agriculture and to raising stock.

On the Burnt Church Reserve there is a school in good working order, the attendance at which is very good. The establishment of two more schools within this Superintendency is in contemplation,—one on the reserve at Fort Folly Point, in the County of Westmoreland, and the other on the reserve at Eel Ground, in the County of Northumberland.

Numbers of the Indians derive their subsistence during the winter from the sale of fish.

Micmacs of the West and South Counties of New Brunswick.—Little or no progress in the arts of civilization has been made by these Indians. On the reserves at King's Clear and St. Mary's, in the County of York, and on that at St. George, in the County of Charlotte, slight efforts are reported to have been made to cultivate the land. Schools for children on the two first-named reserves have been applied for.

Micmacs of the Counties of Victoria and Madawaska.—These Indians are more contented and settled in their habits than any of the other Indians of the Province. Those living at Tobique have comfortable, neatly kept houses.

There is a good school on the reserve, and the children are making fair progress.

PRINCE EDWARD ISLAND.

Micmacs of Lennox Island.—Some of their houses are well finished and comfortably furnished.

They are making fair progress in farming. More wheat was sown last year than ever before. The potato crop was injured to some extent by the protracted wet weather.

The Indians are well-behaved and moral. Many of them belong to the Temperance Society.

The children attending the school on Lennox Island are said to be making fair progress.

EDUCATION.

The increasing number of schools established for the benefit of Indian children imposes no slight task on the Department. Returns are received at the end of each quarter, which are carefully examined, and the attention of the teachers called to any defects therein. These returns show the names, ages and educational status of the pupils, the subjects taught, the daily, weekly and quarterly attendance of each pupil, and the daily average attendance at the school during the quarter. Recent measures were taken to ascertain the condition of each school building, and where repairs were found necessary or more furniture or school material to be required the requirements were promptly met.

It was hoped that before this date an arrangement would have been made with the several Provincial Governments for the inspection of Indian schools in the respective Provinces by the local School Inspectors; but although a despatch was in the early part of the year addressed to each of the Lieutenant-Governors on the subject, no arrangement has as yet been effected.

Return F, placed herewith, contains statistics in respect to each of the schools from which returns are received by the Department.

SANITARY CONDITION.

There have been no epidemics, if we except the ordinary ones of measles and scarlet fever among the Indians during the past year.

The members of quite a number of bands were vaccinated, but several bands refused to submit to the operation; and in the case of others the vaccine matter, probably owing to delay in using it, became inert, and so failed of its object. Every exertion will be made to complete this most necessary service during the ensuing year.

ACCOUNTANT'S BRANCH.

The amount at the credit of the Indian Fund, which consists of all moneys held in trust for the benefit of Indian tribes or bands, was, on the 30th June, 1881, $3,089,798.78, being an increase of $50,588.40 over the amount at the credit of the fund on the same date last year.

The expenditure from the same fund during the fiscal year amounted to $249,363.82, being $2,320.48 more than last year's expenditure.

The following statement shows the expenditure on account of the Parliamentary appropriations during the same period:—

Manitoba and North-West	$726,737 70
New Brunswick	4,455 82
Nova Scotia	4,483 33
British Columbia	42,317 96
Prince Edward Island	2,052 36

Statement B, placed herewith, and the subsidiary statements Numbers 1 to 63, inclusive, which follow it, contain full details of revenue and expenditure on account of the respective tribal accounts and statements; and Statement C 1, 2, 3, 4, 5, with ten subsidiary statements from A to J following, supply similar information as regards the Parliamentary appropriations for Indian purposes.

LAND SALES BRANCH.

The lands sold during the year amounted to 33,293$\frac{71}{100}$ acres, and the sales to $52,787.01. These lands are for the most part situated in various parts of the Province of Ontario.

The collections on account of old and new sales and leases amounted to $50,146.71.

The quantity of land still in the market is, in round numbers, 538,000 acres.

Return D, which forms one of the appendices to this Report, contains full particulars of the land sold during the year in each township, as well as of the quantity still disposable.

GENERAL BUSINESS.

The following statement will give an idea of the quantity of work done by the Department during the past year as compared with the previous year's transactions:

Letters written 8,007, being 1,260 more than the previous year, covering 10,450 folios, 1,850 folios more than last year.

Letters received 9,295, being 1,375 in excess of the number received last year.

Memoranda, reports, etc., covering 655 folios.

Accounts kept and balanced daily 153, being three more than last year.

Pay cheques issued 3,277, being 432 more than were issued last year.

Certificates for credits 160, being four more than last year.

Statements with vouchers forwarded at the end of each month to the Auditor-General, 208, being 16 per month more than last year.

Memoranda on matters of account 4,500, being 900 more than last year.

New land sales entered, 459.

Payments on leases entered, 291.

Agents' returns examined, etc., 151.

Assignments of land examined and registered 235.

Descriptions for patents examined, etc., and a corresponding number of patents examined, 293.

Cancellations of sales, 35.

Besides the foregoing there is necessarily much work, such as searches for papers, memoranda on which letters, &c., are written and of which no account has been or could well be kept, which nevertheless involves much labor.

Tabular Statements, showing the population of the various Indian Tribes and Bands, the condition of the schools, the agricultural and industrial resources, and material wealth of the Indians of the different Provinces, will be found herewith.

The Reports received from the Indian Superintendents and Agents, containing information respecting the year's transactions within their respective districts, are also attached as appendices to this Report.

All respectfully submitted.

JOHN A. MACDONALD,

Superintendent-General of Indian Affairs.

PART I

REPORTS OF SUPERINTENDENTS AND AGENTS.

PART I

OF THE

REPORT OF DEPARTMENT OF INDIAN AFFAIRS

ONTARIO,
GRAND RIVER SUPERINTENDENCY,
BRANTFORD, 26th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—My Annual Return, together with this Report, for the year ended 30th June last, convey evidence of continued progress attending the Six Nation and the Mississagua Indians in this neighborhood.

The issue of seed in the spring of last year was productive of an abundant crop, so much so that no general want was felt during the winter and spring.

In many parts of the reserve of fifty thousand acres are substantial improvements in new clearings, fencing and buildings.

The show of the agricultural society held last fall—as predicted in my last Report—was very good, exceeding any previous effort, the drawback being want of room.

The society intends, however, with laudable enterprise to provide, at their own cost, a hall for the exhibition of products; they are about to enclose a park of twelve acres and erect a frame building, 70 by 30 feet, all of which is expected to be ready for this autumn show.

The Mississaguas have decided upon the construction of a brick building, in which to hold councils and meetings; it will be completed this year.

The annual ploughing matches took place in November, with the enlivening scene of twenty-eight competitors for twelve prizes, from the Governor General's plough to the wheel-barrow. These matches excite much interest among the Indians, while the presence of visitors from the surrounding country induces increased rivalry, producing results in the capital ploughing to be seen throughout the reserve.

In general, statute labor is well and zealously performed; the roads through the reserve are as good as country roads elsewhere, money being expended on bridges.

Some licenses were granted for cordwood and other cuttings, but the council wisely resolved to forbid exportation from the reserve, and with your approval, the traffic has virtually ceased.

The professing Christians among the Six Nations are Church of England, Baptist, Methodists and Brethren, while about 800 continue as Pagans.

The Mississaguas are of the Methodist body.

Education is attracting increased interest, and a more regular and numerous attendance by children is confidently expected.

There are twelve schools upon the reserve, eight of which are under the control of the Six Nation School Board. Seven of the teachers being competent Indians.

The Board consists of three representatives of the New England Company, three from the Indian Council, and the Visiting Superintendent in behalf of the Government.

The number of registered pupils on rolls of 12 day schools.....	595
Average daily attendance.....	177
Attendance at examination.....	334

The Mohawk Institute, with its ninety children, continues to prosper under its efficient management, and in all respects it may be classed as a pattern institution.

One highly important feature is the education and training of pupils to become qualified teachers, thus supplying a serious want for Indian schools.

Temperance societies continue, and are believed to be doing good work, judging from their large and respectable gatherings. Still, the effects of liquor are not unfrequently seen, and grave results have followed in the death of an Indian woman through supposed violence.

The law is enforced when possible, for, though the inducement to informers is tempting, but few cases are brought before the magistrates, and failures to convict arise from want of evidence; some, however, have been found guilty and punished.

An uncommon disease appeared among these Indians—that of scarlet fever—causing a few deaths and some alarm, but happily it disappeared.

Ordinary fevers continue which could be greatly reduced by the removal of drift wood from the creeks and by providing wells of pure water.

Customary with the Six Nations, they celebrated Her Majesty's Birthday by a royal salute, *feu de joie*, music by bands, speeches, followed by a luncheon, and closing with foot races.

The day being favored with the usual "Queen's weather," the attendance numbered about fifteen hundred, and all passed off pleasantly.

The Six Nations number		3,216
Births	127	
Deaths	101	
Increase	26	
The Mississaguas number		214
Births	7	
Deaths	6	
Increase	1	
Population		3,430

Probably the largest body of Indians in any one settlement within the Dominion, while on the whole, perhaps, the most advanced; and it is gratifying to assure you of their present prosperity.

I have the honor to be, Sir,
Your most obedient servant,

J. T. GILKISON,
Visiting Superintendent and Commissioner.

ONTARIO,
CENTRAL SUPERINTENDENCY,
TORONTO, 14th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following Report on Indian Affairs in this Superintendency, for the year ended 30th June, 1881:—

The advance in the circumstances of Indians is so gradual that from year to year there is very little to report.

The crops for the year were generally very good and provisions seemed to be plentiful, but, as regards the Mississaguas particularly, the mortality among the children has been unusually great, measles having prevailed as an epidemic. The other bands have been generally healthy.

MOHAWKS OF BAY OF QUINTÉ.

This band now numbers 911, being an increase of 20 during the year; there were 34 births and 11 deaths, while 3 persons left the reserve.

I have to report very satisfactory progress in their school matters, but farming operations have not materially increased.

MISSISSAGUAS OF ALNWICK.

This band now numbers 211, being a decrease of 3. There have been 13 deaths, principally children.

The school is taught by the same unqualified female teacher as formerly. She has promised to make an effort to pass the County Board examination at an early date.

A very handsome brick building to be used as a school house and council hall has been erected on the reserve during the past summer.

MISSISSAGUAS OF RICE LAKE.

This band numbers 104, being a decrease of 7.

There is very little change in their condition or habits.

Some of these cultivate their farms in a very creditable manner, but the majority employ whites to work the land on shares, and have been doing so for many years; and as they (the whites) take no interest in the land except for present crops, the soil has become exhausted, and is rapidly becoming filled up with weeds and thistles.

The teacher formerly in charge of the school has been removed and a properly qualified person appointed, a change which will doubtless lead to better results.

MISSISSAGUAS OF MUD LAKE.

The children of this band were also attacked with measles, but having been better cared for, deaths were not so numerous as at Rice Lake and Alnwick. The total membership is now 155, the same as last year.

I am pleased to be able to report that they are now generally healthy, and are supporting themselves comfortably by hunting, fishing and farming.

MISSISSIAGUAS OF SCUGOG.

There has been an increase of three in this band, which now numbers 45.

With the exception of two families, they seem to make but little progress in industrial habits. They are still without a school.

CHIPPEWAS OF SNAKE ISLAND.

This band numbers 138, being an increase of five persons.

They are very industrious, and live very comfortably by cultivating their own farms and working for farmers and lumbermen in the vicinity.

CHIPPEWAS OF RAMA.

Their number is now 259, being an increase of five persons.

They are improving in their system of agriculture, grow more grain, and are gradually bringing a greater area of land under cultivation.

There is no improvement in the school, which is not in a very satisfactory condition.

CHIPPEWAS OF CHRISTIAN ISLAND.

This band numbers 317, being an increase of seven persons.

Eighty-eight members reside on Manitoulin Island and the remaining 229 on the Christian Islands.

Those on Christian Island are very industrious and generally of steady habits. The able-bodied men do a good deal of hunting during the winter, plant their fields and gardens in the spring, and during the summer months take contracts to load lumber at the saw mills on the "North Shore."

Their school is still taught by the same Indian teacher as formerly; he has not yet procured a certificate of qualification.

CHIPPEWAS OF SAUGEEN.

This band now numbers 359, being an increase of six persons.

Those engaged in farming have grown fair crops during the past year, and a quantity of railway ties have also been manufactured for which there was a good market.

Since my last Report, the teacher of the school at Saugeen village has been removed for incompetency, but as far as I can learn her successor does not give much greater satisfaction.

CHIPPEWAS OF NAWASH.

The number in this band is 392, being an increase of four persons.

In addition to the pursuit of agriculture, these Indians entered largely into the manufacture of railway ties last season, getting out, I am informed, in the neighborhood of $3,000 worth. Their fishing operations have also been unusually successful, which, together with the comparatively large number of cattle raised on the reserve, has enabled these Indians to live very comfortably.

A new council hall and school house has been completed and opened, and in many respects their schools, especially the one at Cape Croker Village, are in a healthier and more prosperous state than ever before.

The more intelligent of these Indians appear to evince a greater solicitude for the better education of their children; but there are still a larger number who showed little or no desire for improvement, still there are undoubted evidences of a gradual progress in civilization among these as well as the Chippewas of Saugeen.

The total number of Indians in this Superintendency who participate in the semi-annual distributions is 2,591, being an increase of 40 over last year. In addition to these there are a number of Indians residing on, or hanging about, the different reserves, numbering 200 or upwards, who are not members of any of the before-mentioned bands, are not included in the census, and do not receive any moneys from the Department.

There are also about 25 families, numbering about 120 individuals, of the Otahwa and Pottawatamie tribes who came to this country from the United States many years ago and settled on Christian Island, a few of whom still remain there; but the greater portion, 19 families, have removed to "Moose Deer Point," on the north shore of Lake Huron, where they have built houses and brought some land under cultivation. They do not possess any lands nor participate in any money payments, but being of industrious habits, have managed, thus far, to support themselves pretty well.

They have, at different times, expressed to me a strong desire to have a small tract at "Moose Deer Point," where they have settled, set apart for their exclusive use, as they fear that as the district becomes settled they will otherwise have no place to live.

I have, of late, been led to conclude, from more than ordinarily close personal observation, that a strict personal supervision of the bands in this Superintendency, by competent persons, would tend, more than anything else, to bring about a higher state of civilization.

I have the honor to be, Sir,
Your obedient servant,

WM. PLUMMER,
Superintendent and Commissioner.

NORTHERN SUPERINTENDENCY—DIVISION No. 1,
INDIAN OFFICE,
MANITOWANING, 24th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The year ending 30th June, 1881, for which I have now the honor to forward report and tabular statements, has not been noted for any marked progress in agriculture amongst the Indians of this Superintendency, their condition being much the same as in the previous year. The grain crops raised have been somewhat below the average, especially wheat; the potato crop, which is one of the most important to the Indians, was fairly abundant. The hay crop, however, was rather light, and as the snow fell early in November and remained on the ground until April, making the season for feeding the cattle unusually long, it is not surprising that provender fell short, and many had to turn out their stock to browse in March, while the snow lay deep on the ground, causing the loss of many animals. The tabular statement will not, consequently, show the increase in the number of cattle owned by the Indians which it would have done had the season been more propitious. The Indians were in this respect no worse off than the white settlers, whose losses were relatively quite as great.

The area of ground under cultivation shows only a small increase over the previous year, for, although some added to the size of their clearings, yet in many cases a corresponding quantity of land which had been cultivated until it ceased to yield good crops was abandoned to grow up in bush.

The improvement in the lumber trade has caused a demand for labor in the various saw mills; many Indians have obtained steady and remunerative employment during the summer.

During last winter, some bands worked at getting out cedar railroad ties, posts and telegraph poles; the prices paid, however, were hardly remunerative, and but low wages were made at the work.

The cold during the winter of 1880-81 was unusually severe, but was not attended with any injurious effect upon the health of the Indians; the frost, however, penetrated into cellars and roothouses which were generally considered frost-proof, causing great destruction of seed potatoes and other roots.

The fisheries have been fairly productive.

Those Indians who follow hunting have met with at least average success. The take of furs during the winter varies from $25 to $250 per head, according to the industry and skill of the hunter. The price of furs has been remunerative.

The general conduct of the Indians has been good. In a few cases, especially amongst the young men, habits of intoxication prevail; during the year fourteen Indians have been committed for short terms to the lock up. Those who supply the liquor generally escape punishment, as the Indians almost invariably endeavor to shield them.

Work on the Industrial School for boys at Wikwemikong has been proceeded with. The building has been occupied for some months, but is not yet completed. A large addition to the Industrial School for girls has also been made which will greatly add to the comfort of the occupants.

New school houses have been provided by the Indians at Wikwemikongsing and Sheshegwaning, and new buildings are in course of erection at Whitefish Lake, South Bay and Sheguiandah, aid being given by the Department in the shape of sashes, glass, nails, locks, &c.

The payments made to the Indians of this Superintendency are:—

The annuity payment under the Robinson Treaty which is $4 per head, payable annually in July; in addition to which many of the bands receive interest on invested capital, and the interest payments to the Ojibways and Ottawas of Manitoulin Island which are made half-yearly, and amounted during the year to $4.79 per head.

The total amount distributed amongst the Indians of this Superintendency during the year, was $10,332·62.

I have the honor to be, Sir,
Your obedient servant,

JAS. C. PHIPPS,
Visiting Superintendent.

WIKWEMIKONG, 29th September, 1881.

OUR INDUSTRIAL SCHOOLS.

By this time last year we were hard at work anxious to prepare better acccommodations for the children of our Industrial Schools, our boys were yet in the old house, so much crowded that, besides other inconveniences, there was no room for more pupils.

The new house though well finished outside had not yet inside the necessary partitions; it was only by the middle of November that the arrangements were completed for the more pressing wants.

The kitchen, dining rooms and recreation rooms occupied the whole first story.

In the second story one large room only was provisionally arranged for a dormitory; the two upper stories were left unfinished.

The classes and studies continued in the old building. There were also left the weavers and shoemakers shops.

The female department had for years better accommodations, but there also these had become insufficient. A large addition connecting the boarding and school houses was commenced in July, 1880, and so far advanced in the fall as to have its first story occupied by the community. Early in the summer this year, the work was resumed; it might be said to be now completed to the great convenience of the Institution.

There was much more to do in the other departments,—a great deal had been done since last spring, but after the many partitions being made for the various requirements of the Institution, and the lathing all over, the plasterer (an Indian) is yet at work, and in all probability will not do more this fall than finish the two large rooms in the uppermost story intended for a dormitory, and we hope, the half of another story, where will be the new study rooms and shops for the weavers and shoemakers trades.

These two trades are the only ones that have been taken up yet; none except one of the boys was strong enough for the carpenters or blacksmiths trades. Shops had been erected, but were not much used. They have been lately better arranged by a practical tradesman, some of our boys will soon commence their apprenticeship.

The number of boarders in the Industrial Schools has been floating between 80 and 100, both departments included.

No binding engagement prevents the parents from taking their children to themselves, when they prefer to have them at home.

The health of the children has been generally good, except sometime last winter, when a certain number among the little girls had the measles; all happily recovered. None of the boys got the disease.

Much has been done to improve their play ground, they enjoy it much at the recreation hours.

Besides Indians, some white children have been admitted; as they speak English their intercourse with the others will help very much in introducing more and more among all the use of that language.

The progress of each child in the various branches of instruction is encouraging for the teachers, as is also the docility and general good conduct of the children.

D. DUROUQUET, S. J.

ONTARIO,
WESTERN SUPERINTENDENCY,
SARNIA, 9th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit herewith tabular statement in regard to the different bands within this Superintendency for the year ended 30th June last.

It will be seen that on the whole there is a decrease in the population of the different bands, the number of deaths being in excess of the number of births. I think, however, that some of the births have not been recorded, and that consequently the decrease appears greater than it really is.

The Wyandotts of Anderdon are becoming enfranchised, and will shortly take their places among their white neighbors as citizens of the Dominion. A number of them will be able to do so with credit to themselves; while others will soon dispose of their property and squander the proceeds.

The crops of 1880 were, in many cases, greatly deficient. The industrious Indians, however, found plenty of employment at remunerating wages. The aged, infirm, and sick were supplied by the councils of the different bands, the amounts granted being charged to the Public Charity account.

This year the crops have been better, and those who were at all industrious and managing will have sufficient food.

There are, however, a large number of able bodied Indians who never make any provision for the future. They do not provide themselves habitations fit to live in, and will not clear up or cultivate the land, consequently a large number are always on the verge of want.

There are also a considerable number of widows, and of the aged and infirm, who, to a great extent, are dependent on charity. When in health and vigor scarcely any Indian ever seems to think of providing for their future wants in sickness or old age.

The present statement does not exactly satisfy myself, but I have got it as nearly correct as I could under the circumstances.

I have the honor to be, Sir,
Your obedient servant,

E. WATSON,
Indian Superintendent.

ONTARIO,
WESTERN SUPERINTENDENCY INDIAN AGENCY,
STRATHROY, 3rd October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following Report, together with the accompanying tabular statement, showing the progress, &c., of the several Indian tribes within this Agency, for the year ended 30th June last.

The result of the census is, on the whole, satisfactory:—

The Oneidas of the Thames number	688
An increase of 47 since last census.	
The Chippewas of the Thames number	483
An increase of 13 since last census.	
The Munceys of the Thames number	129
A decrease of 1 since last census.	
Total population	1,300

The reserves, on which those tribes live, are beautifully situated along the River Thames, in the County of Middlesex, and are of excellent soil.

There are six schools among the Indians of this Agency, viz: Two among the Oneidas, three among the Chippewas, and one among the Munceys, all taught by native teachers, with the exception of one, which is taught by a white young lady.

Three of the schools are supported out of the funds of the Chippewas, one from the funds of the Church of England, two partly from church society funds and partly from Indian funds. There is also within this Agency, a very well conducted Industrial School, where boys learn trades and farming, and girls are taught housework, knitting and needlework, as well as the common branches of education. The common schools among these tribes are not attended by the children as well as they should be, some of their parents being a considerable portion of the year from home, while others are very careless and remiss in sending their children to school. All the school-houses are in very good condition. Four of them are good frame houses, nearly new, and two good log houses.

The Church of England and the Canadian Methodist Society have each a well organized mission among the Indians, and are doing a good work among them.

Regarding the moral and intellectual status of these bands I have nothing special to report.

Their sanitary condition is the same as reported last year. There were no epidemics among them during the past year.

The blankets furnished to the Chippewas and Munceys by the Department, last October, for the comfort of the aged and infirm Indians, were distributed as judiciously as possible.

All of which is most respectfully submitted.

I have the honor to be, Sir,
Your obedient servant,
THOMAS GORDON,
Indian Agent.

ONTARIO,
WESTERN SUPERINTENDENCY,
HIGHGATE, 1st October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit herewith tabular statement and Report for the year ended 30th June last.

MORAVIANS OF THE THAMES.

The Indians on this reserve number at this time 274, an increase of three since last Report; there were 13 births and 10 deaths.

The crops on this reserve have not been as good as they were last season, on account of so much dry weather, but as there was more land under cultivation the number of bushels will be about the same.

There has been but one new dwelling-house built since last Report, but quite a number of barns and stables.

There is also an increase in farming implements, especially in seed drills, cultivators and reaping machines.

There has been some new land broken up and put under crop, but there is still plenty of room for improvement in this respect. One of the greatest improvements on the reserve has been in the roads, which I must say, for the quality of work and the manner in which it was done, would be a credit to any township in Ontario.

A number of water courses were also opened up last fall, which have been a great benefit to the roads and land through which they pass.

The school house, reported in my last return as being in a very bad condition, has been repaired, and will be suitable for school purposes for some time to come. The attendance at the schools is not as satisfactory as could be wished, but it is better than it has been; those who attend regularly are making good progress, and some are very fair scholars.

On the whole, the Indians are making slow, but steady progress; not as fast as some might wish, but, I think, as fast as can be expected.

I have the honor to be, Sir,
Your obedient servant,

JOHN BEATTIE,
Indian Agent.

ONTARIO,
PARRY SOUND SUPERINTENDENCY,
PARRY SOUND, 17th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—Along with the tabular statement for the year ended 30th June, 1881, I have the honor to forward this my report upon Indian affairs in general in this Superintendency.

With regard to the crops, I find it impossible to get any reliable information as to the quantities secured, but on some of the reserves I saw in the fall that the crops were fair and in some cases good, but in others cattle had got at them and destroyed them, and at Lake Nipissing less ground than usual had been cultivated—this the band attributed to want of seed corn and potatoes, and as they had made no application for seed they did not participate in that given by the Department to those bands who applied; and this year again I saw there was a smaller quantity of land under crop.

On Parry Island, the crops, both corn and potatoes, were good.

At Shawanaga, the crops were fair, and in some instances good.

Henvey's Inlet—A good many had their crops destroyed by cattle, but in other cases they were fair.

Lake Nipissing—Less land was cultivated, but there was a promise of a fair return where seed had been planted.

On Dokis' Reserve none of the band reside, some of them go with Dokis' trading parties to the north, and others live on islands in Lake Nipissing, or on the main land, or on the Nipissing Reserve as Chief Dokis does, who there, besides his house had good crops on a small scale. In live stock there is not much done; there are more cows now on the reserves, but as the families of their owners frequently go away for days, berry picking, &c., I suspect the cows are not well attended to.

Schools—Until the end of this quarter there were four in operation, since then only three, as the teacher of the supplementary school on Parry Island sent in his resignation, and I have not yet been able to find another.

The average attendance at the schools is fair, but I regret to say that it is irregular.

During the winter I went with Mr. Switzer, P.S.I., to visit three of the schools, and he expressed himself well satisfied with the examinations and the manner in which the schools were conducted. The other school at Henvey's Inlet he had not then time to inspect.

This summer all the teachers of Indian schools in this Superintendency were examined by Mr. Switzer, along with the public school teachers, and he was satisfied with their proficiency.

During the year the Indian Department enabled me to have two masked privies erected at each school. At three this has been done; at the other the work was tendered for, but afterwards the party tendering declined to build.

At Henvey's Inlet the band assessed themselves and had the school and privies whitewashed both inside and outside—a great improvement.

I cannot say that I think the Indians are taking much more to agriculture, and although I think better success would follow a more systematic plan, still I must confess there are great difficulties. In the first place, it is a new style of life to them, then these early and late frosts make the season very short, and also some of the bands are badly off for oxen or horses, yet more might be done with what they have were it not that they only begin to prepare the ground late in the spring, and then all want the oxen at the same time.

During the open season some of the bands make good wages handling lumber at the saw-mills, but they do not work at this steadily, and indeed much of the work is only to be done occasionally; and this year several Indians have been engaged and worked for a considerable time upon the Pacific Railway at Lake Nipissing, and the Colonization road at Shawanaga.

Although I had not seen it, I was aware that drunkenness prevailed a good deal on Parry Island, but it was very difficult to get such evidence as would ensure conviction of the parties selling liquor. A short time ago, however, two cases were brought before the Stipendiary Magistrate; one case failed from the absence of a witness; in the other, however, the proof was complete, and the result was a conviction and a fine. I am informed that since then drunkenness has very much disappeared on the island.

In conclusion, I would observe that although much progress is not to be seen, I do not doubt that the schools will produce a good effect upon the younger Indians, and it is only in them that a change is to be looked for, and even in them it can only be gradual, as naturally they must learn many of the old Indian ways from their parents and the older Indians of the band.

I have the honor to be, Sir,

Your obedient servant,

C. SKENE,

Visiting Superintendent.

ONTARIO,
INDIAN LANDS AGENCY,
SAULT STE. MARIE, 30th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to forward you my Report for the year ending 30th June, 1881, of the 3rd Northern Superintendency, under my charge, as required by your circular of 29th August, 1881.

There is very little to say as regards the crops of this year, as compared with the crops of the past year, result being very similar. Wheat and other grains, grown by the Indians on the east end of the reserve, might be termed an average crop, but the grain crop of the Nubenaigooching band, in the bay to the west of the reserve, suffered much from grasshoppers and other insects, destroying the greater portion; the potato-bug did great damage in all places where not properly looked after; inattention to the evil by the Nubenaigooching band may, in a great measure, be placed to the absence of the male members of the band, who are generally engaged at high wages during the summer season with fishing parties on Lake Superior, and neglect to engage other labor to look after their home affairs, the women being at

this important time employed picking berries, making mats, baskets, bark work, &c. Therefore the large gardens, as the cultivated plots may be called, are left generally with no one to look after them. It was only with the home staying, industrious man that the crops came out really well.

With regard to the two schools on the reserve, I think there is a material improvement in both, the attendance being far better than when I visited them in former years. The use of picture letters would, I think, draw many children to the school who would not otherwise attend, for, as a rule, Indian children are attracted by the eye, and learn more in that than in any other way. The parents cannot be persuaded to insist on their children attending school, although they all profess to be anxious that their children should be taught.

The sale of lands in my district, I regret to say, has, for the past year, been very small, the complaint of the intending settler being, that in buying he is not allowed to dispose of the timber on the land, that the land is liable to be cut over by any party who may have or take licenses over the same, that the settler loses his best timber, and that the land slashed under license is rendered more difficult to clear, and is exposed to much greater danger from bush fires.

I have the honor to be, Sir,
Your most obedient servant,
WILLIAM VAN ABBOTT,
Indian Lands Agent.

NORTHERN SUPERINTENDENCY OF INDIAN AFFAIRS, 4TH DIVISION,
PRINCE ARTHUR'S LANDING, 30th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor herewith to transmit the annual tabular statement of statistics of Indian Affairs of this division for the year ending 30th June, 1881.

The Indians of the Fort William Band have availed themselves of the assistance granted them by the Department for the erection of a council house on their reserve, and the work is progressing favorably. The building is 20 x 30, timber hewn inside and out, and, when completed, will answer all the purposes for which it is intended.

The boys and girls schools are in successful operation, but the attendance is not such as could be desired, and, in calling the attention of the boys' teacher to the matter and urging upon him the importance of regular attendance of the scholars, he stated that the chief difficulty arose from the fact that many of the children were not sufficiently clad, hence their reluctance to attend school.

The yoke of oxen furnished by the Department has enabled the band to cultivate a larger area of ground than usual.

There are quite a number of Indians settling and making improvements at the mission established by the Church of England at Big Bay on Lake Nepigon. The enterprise is likely to succeed, the Government of Ontario having intimated that they would recognize actual settlers making permanent improvements as being entitled to their land.

The school houses erected at Lake Helen and Lake Nepigon are about to be opened, which schools are understood to be under the superintendence of the Roman Catholic Church.

At the Pic they have erected several buildings this year, making considerable improvements, and have grown a fair crop of potatoes and other vegetables. The school about to be established will be greatly appreciated.

No great change of importance has taken place at Michipicoton.

Among these Indians there are a few very old indigent people, for whom a small supply of blankets and clothing would be very acceptable.

Agreeably to instructions a medical man accompanied me on my tour in paying annuities, who vaccinated over two hundred children.

I have the honor to be, Sir,
Your obedient servant,

AMOS WRIGHT.
Indian Agent.

EGANVILLE, 10th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have much pleasure in stating that the average at school is increasing, and each and every one of the pupils seem to be progressing very well. There has been very little illness among the members of band for the past year, save Maria Mashel, who died from a fever. Their crops are nearly all saved and housed.

I have the honor to be, Sir,
Your obedient servant,

HENRY GEORGE,
Indian Agent.

CAUGHNAWAGA AGENCY,
PROVINCE OF QUEBEC,
1st October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following Report on the condition of the Indians of this reserve for the year ended the 30th June last.

The harvest was good and they have reaped a good quantity of peas, oats, &c., and those who had sowed wheat have been able to get bread for their families for many months.

Money has not been scarce this year in the village, even during the winter, on account of a good number of men and boys being employed in the quarries.

A greater number Indians left for the shanties this spring than usual, owing to the higher wages, and many are staying there for the winter.

The trade in bead work has been brisk on account of the prosperous state of affairs in the United States.

Taking everything together, one can safely say that the tribe is more prosperous. The well conducted people of the place applaud the wise measures taken by the Department to close up the taverns; no doubt drunken men may be seen on the streets yet, because they can get liquor at Lachine or at Montreal, but there is much less disorder in the village and one is not so often disturbed during the night by the shouts of drunkards. The presence of a policeman has contributed much to the suppression of disorders. Many arrests of drunkards and other disorderly persons have been made.

The wood on the reserve is becoming more and more scarce and dear, but I am proud to say that the Indians are much more careful since the Department have taken steps for this purpose; nevertheless, I foresee that this winter and henceforth the poor will have to suffer from cold, and that many will winter in the United States. We have lately had to regret the burning of a barn belonging to the DeLormier family. Every one agrees in attributing the act to spitefulness. Is it the

act of a single individual who wished to avenge himself; or is it the consequence of a plot formed formerly against the half-breeds? The question is difficult to solve.

It is certain that the germs of hatred which have been sown in the village by certain individuals, and which have been stirred up involuntarily by others without leading to harm, indirectly excite the minds of the Indians against the half-breeds, and they do not stop talking of the necessity of the latter being expelled. These are some of the causes which lead to these sad results.

These periodical disasters show the necessity for introducing changes in the tenure of the Seigniory. The system of community which was well enough formerly is out of date. A great number of the Indians being jealous and lazy, always look with an evil eye on those who are prospering, even amongst those of their nation, and will be led to regard the goods and earnings of others as their own.

This winter there were a good many deaths, especially among the children, but for the last three months there have been very few.

With regard to the statistics there is little or no difference from last year, as is shown by the accompanying statement.

I have the honor to be, Sir,
Your obedient servant,

G. E. CHERRIER,
Indian Agent.

OKA, P.Q.

No report from John McGirr.

PROVINCE OF QUEBEC,
ST. REGIS AGENCY,
DUNDEE, 3rd October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit the tabular statement for the year ended the 30th of June last, and the following Report.

As will be seen by the statement, there has been an increase of 20 since my last.

The general state of the reserve has not undergone any material change within the year passed.

I observed a paragraph in some newspapers last winter, that an Indian at Ottawa, from this reserve, stated that the Indians of St. Regis were in a very destitute and starving condition; this, to the best of my knowledge, was not the case any more than in former winters. I have no doubt that more or less privation is endured by some of those who remain during the winter, more especially for wood and properly fixed houses, than for food. With the exception of a widow woman, who was sick, and asked for aid, which was sent her by the Department, no other complaints were made that I heard of.

There is no reason why those who are in good health, and not too old, should be without the common necessaries of life; but a great many of them are too indolent to labor very much, and when they earn a few dollars they are very often spent, in that which is a curse to them, viz., in liquor. One of the Indians said to me a few days ago: "Some white folks might do their best to stop us Indians from getting liquor, but we will get it, and the only way for the white folks to stop us, is for them to stop making it;" which is certainly the cause. If it is not sold to them direct, they will always find some white man to get it for them.

A meeting or council was held for the purpose of getting the Indians consent to give over some islands, in Lake St. Francis, as required by the Indian Act, to the

Crown, to be leased for their benefit; but the required majority would not consent, although, as these islands stand, they are of no benefit whatever to the Indians. They state that, instead of renting more of their lands, they want back that which has been rented, especially those lands in Dundee whose leases have expired. They (the Indians) are very persistent in their efforts to attain their ends. One may inform them that such a thing is impossible of attainment, but in a very little time they will bring the same thing up again and again.

"A new school house has been built on that portion of the reserve known as the Chenail, which school was opened to-day, and it is to be hoped that the residents of that section and Yellow Island adjoining, will take advantage of the school and send their children regularly, seeing the Department has built them a good school house, and furnished them a teacher, their very books, paper and all necessaries being sent them."

The St. Regis school is but poorly attended, taking into consideration the number of children there are that might attend. Unless some compulsory law is enacted or annuities refused if the children of such an age do not attend school for so many months in the year, they will not send them.

The Cornwall Island School was progressing very favorably under an Oka Indian teacher, but as he was a Protestant, the Missionary Father interfered, and as a majority of the Indians are Roman Catholics, his services had to be dispensed with, or if they continued to send their children they would be deprived of church benefits. The Indians themselves found no fault, but were pleased to have their children making good progress, no matter what the teacher professed in religious matters, which was not taught in school. I am of opinion that there is an advantage in having an efficient Indian teacher to teach an Indian school. The three schools of the reserve are now in operation, taught by white teachers.

As I have, since my last Report, been over all the special reserve, I have noticed the careless manner in which the farming is done, in their allowing, for one thing, a large portion of their land to grow up with brush and weeds, to the great detriment of their grain crops, and especially to the hay crops, all of which had a very good appearance where it had a chance to grow, and not too much shaded. The soil on Cornwall and St. Regis Islands, where it is not too stony, for the most part is quite productive, and were it properly tilled and a reasonable amount of labor expended on it, a larger amount of grain, &c., might be raised. No matter how small the plot that each Indian occupies it is seldom all in a state of improvement, about one-half or a quarter is lying waste.

Pass through the village of St. Regis at almost any time during the summer, except hop picking time, and you will see a number of young, able-bodied men lying around, some may be pitching coppers, or practicing a little at lacrosse, and very little of that, as it takes too much energy. How it is that they have so much leisure time to fool away in idleness and make out to live, it is difficult to comprehend.

Vaccine matter and a necessary instrument to put it on was sent me by the Department to have the Indians vaccinated, but they would not submit to having it done. Time enough, they stated, when there was danger of the disease making its appearance anywhere in the vicinity.

I have the honor to be, Sir,
Your obedient servant,

JOHN DAVIDSON,
Indian Agent.

PROVINCE OF QUEBEC,
ST. FRANCIS.

No report from Henry Vassal, Indian Agent.

(*Translation.*)

VIGER AGENCY,
RIVIERE DU LOUP,
6th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to send my Report and tabular statement asked for by your circular.

The delay in sending these documents is due to the difficulty I experienced in collecting the necessary information, which some of the Indians refused to give me, growing out of a difficulty which arose between them with reference to a chief, whom they accuse of maladministration, a charge laid by some one who is anxious for the position. You have already been informed of the matter.

The condition of the Indians is the same as last year.

There were five deaths during the year.

I authorized a doctor to vaccinate the Indians, according to your instructions; none of them wished to be vaccinated, saying that their work would not permit it, and that there was no danger of their taking the complaint. Upon receiving the doctor's report I tried to persuade them without further result.

I believe it would be better to distribute goods to them, such as clothes, cooking utensils, &c., in place of annuities in money; for many of them spend it for drink and their families suffer in consequence, and they are generally the ones whose families have the greatest need for assistance who act so.

Like last year, there is the greatest distress amongst them.

I have the honor to be, Sir,
Your obedient servant,

ANT. LEBEL,
Indian Agent.

PROVINCE OF QUEBEC,
LAKE ST. JOHN AGENCY,
24th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit, for the information of the Government, my Report and tabular staiement for the year ended 30th June, 1881.

There has been, as you will see by the tabular statement, an increase in the population of 41 souls. I am happy to state that this increase is in a great measure due to the skill and attention of Dr. Matte. In the hospital, the sick receive all the care and comfort necessary, which ameliorates their condition and perceptibly lessens the death rate.

The almost continual rains of September and October last injured the crop and the return was only middling. This year the crops are good and the return will be better by half.

Many of the Indians have set to work to prepare new land for seed next year. They work well and creditably and are very well encouraged. I bought two bushels of wheat in the autumn, which I have sown on the land of the Chief. It is the first time we have tried this kind of crop; from the nature of the land I think we will succeed very well, which will be a great advantage to the Indians.

Some of them have taken a fancy to raise cattle, the number is increasing every year. It is desirable that they should have better breeds.

The price of furs being very high, there was no distress amongst the Indians this summer. The work on the road made by the Government, in the Township of

Ouiatchouan, has sustained a good number of them who had not gone to the hunt. This kind of works has the double advantage of supplying them with bread and keeping them from idleness, which is demoralizing them and takes away all their energy.

The school is better attended than in former years; nevertheless, there is still much to be desired; the parents are too careless in this respect.

Generally speaking, I am satisfied with the result obtained. Our Indians show a good disposition to profit by the encouragement given by the Government each year. One can remark great improvement in the buildings, fences, &c.

The money received from the Department has been disposed of with as much economy as possible, in the purchase of seed and in assisting the needy.

I have the honor to be, Sir,
Your obedient servant,
L. E. OTIS,
Indian Agent.

Report on the Micmac Band of Maria, County of Bonaventure, Province of Quebec, for the Year ended 30th June, 1881.

MARIA, 14th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to send you my Report on the Micmac Band of Maria. It is through forgetfulness that I have delayed until now in sending it to you.

The Micmacs of Maria have been established on their reserve for a long time. They were even settled there in the preceding century. It is their love for fishing and hunting which has drawn them there, for the River Grand Cascapediac near which they live abounds with salmon, trout, and many other kinds of fish. It is also an excellent place for hunting.

The Micmacs of Maria appear to have progressed considerably the last five or six years. Nearly all the old cabins have been replaced by small houses, many of which are very neat. Agriculture has also assumed proportions which show progress on the part of a certain number of them. Yet it is far from what it should be, seeing the encouragement they receive from the Government each spring

The moral and intellectual state of the Indians leaves much to be desired. The school has shown rather satisfactory results for more than a year, the attendance of the pupils is much better than formerly, and I am led to hope that if this assiduity continues for a long time the sweet influences of education and instruction pursued at this school will have the effect of civilizing this band.

I have the honor to be, Sir,
Your obedient servant.
A. GAGNÉ, Priest,
Agent.

PROVINCE OF QUEBEC,
COUNTY OF BONAVENTURE,
CROSS POINT, 27th October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to send you the present Report with the tabular statement on the condition of the Micmac Indians, living on the reserve of Ste. Anne, of Restigouche.

Since my last Report I have remarked real progress in farming, and I can state that nearly all the land on the reserve fit for cultivation is cleared. The families who have sufficiently large farms have harvested nearly enough for their support. This number is small, however, owing to the small size of the reserve, but all the families farm a little and they farm well.

The population increases by some families coming from other places every year.

Consumption is the most prevalent disease here, and it has many victims each year. This malady, no doubt, originates from the abuse of alcoholic liquors, and this use increases the disease more and more, especially among the young men. During the summer season it is the cause of serious disorders, apart from the fact that it deprives whole families from the articles necessary for the winter.

I have the honor to be, Sir,
Your most obedient servant,
OCT. DRAPEAU, Priest,
Agent.

PROVINCE OF QUEBCC,
COUNTY OF OTTAWA,
MANIWAKI, September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit, for your information, tabular statement showing the census, industries and affairs generally of the Indians on the Maniwaki Reserve during the past year.

The census returns show a slight increase in the population. There is also a considerable increase in the number of live stock, which is principally in horses and young horned cattle intended for working. Early in the spring measles and scarlatina broke out among the Indians on the reserve and soon assumed the character of an epidemic. As there were no fatal cases and no destitution existing, I did not consider it necessary to apply to you for exceptional aid.

In compliance with your instructions, I had all the Indians on the reserve vaccinated on whom the operation had not been successfully performed during the past seven years. Any prejudice which may have existed among them against vaccination was completely dispelled through the effects of the small-pox epidemic last summer, as many parents whose children were not then vaccinated took the precaution to have them vaccinated themselves.

The crops on the reserve this season have been at least up to the average, with the exception of hay, which, owing to heavy night frosts in June followed by a long period of drought, was very light. In some cases the value of the hay cut would scarcely pay the cost of cutting and saving it. The oat crop was heavy, and gave a bountiful yield. The straw was very long, and will, in a great measure, make up for the scarcity of hay as fodder for the horned cattle during the winter months.

With regard to the progress of the Indians in agriculture, I am happy to state that, although they are not advancing so rapidly as I would desire, yet that they are making steady progress there is no doubt; and now that they fully realize the important fact, that it is an impossibility for them to think of living exclusively by the chase, their ideas on agriculture have materially changed. Several who very recently would pay little or no attention to the question of cultivating the soil, are now actually engaged in making improvements. On the whole, I am quite sanguine that in a reasonable time they will become as good farmers as many of their white neighbors.

The Tête de Boule Indians were so much frightened of infectious diseases that very few of them visited the reserve this summer.

Many of the able-bodied Indians, who formerly passed the winter in the woods hunting, now engage with the different lumber firms to work in the shanties. They are a very desirable class of men, as they are, as a rule, quiet and attend assiduously to the various duties assigned them.

The high rate of wages paid to "river men" last spring, for driving saw-logs on the upper Gatineau and its tributaries, attracted quite a number of the Maniwaki Indians, some of whom did not return to the reserve until it was rather late to get their crops planted in good order. The location tickets which were issued by the Department this summer for distribution among the Indians on the Maniwaki Reserve, for the lots which they respectively occupy, and on which they have made their improvements, were highly appreciated by them, and will, I am convinced, be productive of excellent results. It will do away with any disputes as to boundaries, and have an encouraging effect on the persons holding them.

It has been industriously circulated among the Indians on the reserve, for some motive which is difficult to conceive, that it was only a question of time when their land would be taken from them and given to white settlers. There were, of course, some who gave credence to this foolish rumor, and no amount of reasoning could so thoroughly convince them of its fallacy as the distribution of their location tickets.

A great falling off is perceptible in the number of moose moccasins made by the Indians during the year. This was one of their principle industries. Whilst the Indians would be attending to their usual avocations the squaws would be engaged in tanning moose hides and converting them into moccasins, from the sale of which they could purchase all the necessaries of life. The moose deer, the noblest of all the animals that inhabit our forests, are decreasing in number very fast. It could not be otherwise, as they have been wantonly slaughtered and sometimes for the skins only. The Indians were not the only offenders in this respect. I have earnestly urged on them, if for no other consideration but for their own interest, not to kill any during the close season excepting compelled through hunger, and to report to me any cases that may come under their notice of white men doing so.

The meat of the moose deer is very delicious, and through a peculiar process which the Indians have of smoking and curing it, can be kept for a long time without getting tainted.

The blankets which you sent me last fall I distributed among the most aged and infirm in the band as instructed. The increase in the supply over what was usually received enabled me to give a blanket each to several very poor and indigent Indians.

In school matters there is no particular change to note. There are a number of children of school age who do not attend. I have spoken to their parents repeatedly requesting them not to neglect the education of their children. They give most frivolous reasons for not sending them to school. I invited several of the leading men of the band to attend the last examination, which they did. They seemed well pleased with the result, and promised to take a more lively interest in educational matters than they had hitherto done.

I have the honor to be, Sir,
Your obedient servant,

CHARLES LOGUE,
Indian Agent.

THE HURON VILLAGE OF JEUNE LORETTE,
29th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The most important event which has taken place in the Huron Village of Jeune Lorette, is that the tribe has lost its worthy Missionary, the Rev. Mr. Francis Boucher, who had ministered to this tribe for more than thirty-six years. This

death, which was anticipated for a long time, has spread a gloom among the small community who had been the object of its care. The Government having continued the grant for the Missionary, the tribe has the good fortune to have another, and are very thankful to the Department on this account.

During the year ended the 30th June last, the Huron Village has had a permanent school established, supported by the Indian Department, and a fair number of children attend this school, which is kept by a good teacher.

It is desirable that the Department should allow each year, in addition to the $200, twenty dollars for repairs to the interior of the school house, which for the want of the necessary annual repairs will end in becoming uninhabitable.

This building cost the Indian Department enough to insure it lasting for some time.

During the year no contagious disease visited the tribe, and, thanks to a fair share of trade by some of the Huron families, there is a certain amount of comfort in the village, with the exception of some widows who have no one to take care of them.

I ought to inform you, Mr. Superintendent, that death has deprived the village of their Agent, Mr. Honoré Sioni. It is very desirable that the Department should pay or allow a fixed salary to the agent, as he is sometimes obliged to lose time in the exercise of his charge, and as he has not always the means to submit to this loss. Mr. Francis Groslouis, having been appointed assistant to the Agent, has performed the duties of this office, since the death of Honoré Sioni, and I think that the Department could not do better than appoint him as Agent of the tribe.

I have already written to the Department in regard to certain repairs necessary for the chapel in the village. I think that the Department might do something for this object.

All humbly submitted.

GUIL. GIROUX, Priest,
Missionary.

PROVINCE OF QUEBEC,
COUNTY AND DISTRICT OF SAGUENAY,
NOTRE DAME DE BETHSIAMITS, 22nd August, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to send you the following report on the Montagnais Indian bands of the north shore of the Lower St. Lawrence, under my charge.

GRAND ROMAINE.

This year I have had the pleasure of meeting 58 families, 15 widows, 7 orphan boys, 5 orphan girls, in all 245 souls.

The families of St. Augustine and others to the east and west along the coast have all returned to Grand Romaine. All these Indians were pleased to witness the arrival of the agent whom they had been waiting for for some days. They said they were afraid they would not see me this year, and thought that perhaps the Government had forgotten them. They were preparing to leave for the hunting and fishing grounds, but were so satisfied that their doubts were quickly forgotten.

The catch of furs has been middling. The hunt for cariboo was good and has supplied them with provisions; no one has suffered from hunger.

In accordance with your orders, I had the tackle for cod fishing brought by Capt. N. Blais, and five casks of salt. At my request L. Metivier made the distribution to the Indians, and on my arrival I found the greater number fishing; they appeared to be encouraged. During my trip cod were plentiful. I hope that this will be of

great assistance to them during the summer. Next year I will let you know the result of their fishing. Next year they will require more cod lines, sinkers and hooks, as it will be necessary for many families to have two lines at least for them to derive the greatest benefit. From the encouragement they have already had to fish it would be well for them to have a herring net and some barrels of salt, as the herring is very plentiful; they have enough boats; among them they have twelve good ones, and well equipped. I gave them a share of the money you entrusted me with in the shape of flour, lard, &c. They say they prefer that all should share equally as they all live together, widows and orphans; this is really the case. They are very thankful to the Government for this part of the annuity. They ask, and I myself wish, that for the future the annuity should be larger, for there are many poor among them on account of the great number of widows and orphans. As there are a number of old people, I wish the Government would give them some powder, shot and caps to hunt with; in the summer these old people are not able to fish.

When counselling and encouraging them to fish for cod I let them understand that they could not have the River Grand Romaine to fish for salmon as it was leased to a Canadian. These poor Indians say they are very miserable, and distressed to learn that they cannot catch a salmon or a trout as their ancestors did. They experience much difficulty in finding bark for canoes. Wood is scarce here, what there is is small, and there is no birch; it is the same in the interior. What makes them late on the hunting ground is building canoes to go up the rivers and cross the lakes.

The general health of the Indians is good. During the year there were only three deaths, two young children and one man of consumption. I have vaccinated all, which pleased them.

Chief Charles Lafontaine is very respectable and well behaved. He regrets that all the Indians cannot have land for a reserve as requested for them last year. I regret it myself very much. They still ask the Government to give them land so that they may be undisturbed, like the whites, and can build a chapel and lay out a cemetery. Last autumn they cleared a place for a chapel and cemetery which I pointed out to them. Last spring a white fisherman took possession of the land and built a wretched house on it; this has distressed the Indians. I have not been able to get them to leave the land as it has not been given to the Indians.

These poor Indians also ask the Government to assist them in building a chapel. They are very poor and wish much to have a small chapel where they could all meet the missionary at least once a year and rest after the fatigue of a year's work. They wish at the same time to have a cemetery, as they have a great respect for their dead. During the winter, while on their hunting grounds, if any deaths occur amongst them they always bring the corpses down on trains (toboggins) to the sea coast or burial place, sometimes a distance of from 300 to 600 miles, the distance never frightens them.

During the year there was only one liquor case to deplore amongst the Indians. The traders now are very careful. From the counsel I gave them last year I think that all the Indians of Grand Romaine are now sober, with the exception of one, who will drink if he can find the opportunity; but this is a thing always to be feared, for the Indians are all like children, everything is a temptation to them; they are very respectful, tractable, well behaved, and very grateful to the Government. At present I am pleased with them.

NATASHQUAN.

I only met seven families, one orphan boy and one orphan girl, in all 36 souls, the remainder are at Grand Romaine, where I recommended them to fish for cod.

These seven families were late in coming down from the woods, and heavy contrary winds prevented them from going to Grand Romaine in time. Now they have gone there to fish; they have three good barges.

I told them that I very much regretted not having seen them all at Grand Romaine as they had promised me. You see it is hard for them to forget all at once the resorts of their ancestors, such as Natashquan, but next year I hope that they will be all assembled together at the time of the visit of the agent; at the place where there is a chapel is the spot to congregate them at least once a year, if their means allowed them to build one.

Like last year the catch of furs was small; they are poor.

They have all been sober, for a very good reason, they have nothing in their pockets; in return for this their health is good. I have vaccinated all of them.

MINGAN.

I met 40 families and 8 widows, total 178 souls, an increase of 33 over last year. This is accounted for by births and the removal of some families from Seven Islands.

I informed the Indians that the Government could not give them the land at Mingan for a reserve as it forms part of a seignory, nor could they have the river for salmon fishing, because it is under lease; for these two reasons they were disappointed and showed much dissatisfaction with the Government and the agent, so much so that they warned the local Fishery Overseer that they would take all the salmon they could catch in the river. Being notified in time by the Overseer, I opposed their going to the river, forbidding them to break the law or they would be arrested and would have to suffer the consequences; this had a good effect. Chief Barthelemy Menark was at Mingan last summer on an excursion, and said to the Indians that in the River Moisie they fished for salmon when they pleased and that they could fish the River Mingan in the same manner; this has caused much harm.

Last summer at the time of my trip they had given their salmon fishery to a whiteman who supplied the nets and his time; he took seven barrels and divided them according to his bargain, a third to the Indians, amounting to two and one-third barrels. This year, as the Indians had no net, I gave the fishing ground to the same man, and on the above conditions; the catch has been very small.

Some of them have made a successful hunt for furs, for some it has been middling and for others nothing. Yet no one suffers from hunger.

At the time of my arrival there they were waiting for the Government to send them provisions to sustain them all summer. I disabused their minds of this idea with difficulty by telling them that the Government owed them nothing; that it was not obliged to support them; that they would have to work either at hunting or fishing to gain their livelihood. I also recommended them to be economical, as it must be said that they lack management. They do not eat to live, but live to eat. This is generally the case among all the Indian tribes.

Last year many families remained near the Company's post trusting to live on the annuity, so that they lost their chance for the chase, and could not, as was their custom, engage in the hunt at a distance. I told them that they would have nothing this autumn, and consequently they must all go to their hunting grounds; by this means the widows and orphans will be better off. The Company has made them advances sufficient for the winter's hunt.

There were no deaths during the year. Their health is good. I vaccinated them. Some were indifferent about it, others were well pleased.

They were sober during the year. The company's agent stated that he did not know of any case of drunkenness amongst them.

There are no cod at Mingan. I see nothing to be done for them but to assist them to live during the summer by fishing. Later on certainly distress will be much felt among them as the hunt is always decreasing, and the increase of the whites hinders them very much. If you could give them the river Mingan to fish for salmon I would be very well satisfied on their behalf. When giving them the river the Government might assist them with nets. They ask for nets for the fisheries which they have at the sea. These would cost at least from $80 to $100. On this subject I advised them that, on their arrival in the spring from their hunting grounds

to subscribe from $1 to $2 for nets, that they could employ themselves in fishing and they would have all the fish.

The River Mingan is the route to their hunting grounds, and besides a chapel, a reserve is required for them, but I do not see any near at hand. As this is a seigniory it is necessary that the Indians should be by bands at the coast and on the hunting grounds; being all together at the same place they would experience much misery and would not be able to live.

I found a certain number of these Indians devoid of gratitude, insolent, high-toned, suspicious and lazy. I did not forget to say that I attributed this, and with cause, to the bad councils of many of the whites, and assured them that they were rendering them bad service.

SEVEN ISLANDS.

During the year there have been no deaths nor sickness among them. The hunt for fur-bearing animals was pretty good. While they were in the woods no one suffered from hunger. Out of 272 persons I vaccinated 242. Some were absent, others had been vaccinated and it had taken well.

I informed them that the Government could not give them the land they wished to have for a reserve; that it was granted for mineral right; they regretted it very much as it was their earliest settlement, and as their chapel is built there.

These poor Indians ask if you would be good enough to assist them in repairing their chapel, which is badly in want of it; they would be very grateful.

When going to Grand Romaine, in compliance with your orders, I purchased a good barge, fully equipped, for cod fishing. On my return I thought I would be able to give them lines, sinkers and some books. Messrs. H. Fraser & Co., of Quebec, informed me by letter of the 11th April last that they would send these articles for fishing to Seven Islands. On my return, to my great surprise, none of these articles had been sent. This prevented many of them from fishing. Notwithstanding this, a number of them procured lines and went fishing, so that the boat was utilized. It was also useful in hunting the seal. The boat pleases them and is very suitable. Next year these Indians hope to have lines, &c., for cod fishing, if you allow the Agent to purchase the number asked for.

With regard to the money entrusted to me, some of it was distributed during the winter to the most destitute. Those Indians who have most benefitted by it are those who live at Moisie. During my trip, I distributed the balance to the widows and those most in need, together with seven barrels of flour, which I gave to Chief Barthelemy Menark for distribution among the poorest of his tribe at Moisie as he calls them; he did not fail to give it to his children and other relations, keeping a good share for himself. This only tended to create discontent among the tribe generally, who have said to me: "If you knew the Chief you would never give him anything, he keeps everything for himself and for his children;" in fact this is the case. I acted in such a manner for the best so as not to displease the Chief and his small band too much.

From time to time it happens that some of the Indians find the means of procuring liquor from unprincipled men who purchase it and sell it to them. Seven Islands is the harbor for all the sailors and the traders, there are always a great number there, with the assistance of those men they find the means of giving and selling liquor to the Indians. There is no Justice of the Peace at this place and when the Agent visits it he can gain nothing by prosecuting them; there is only the Stipendiary Magistrate of the coast, whom the Agent met once for a moment, but this good gentlemen closes his eyes and shuts his ears, provided that he makes his trip, that is his business. See how little the Agent can do.

Last summer I brought up an individual of the place before the magistrate for selling liquor to Indians, he pleaded ignorance of the law and was placed under bonds.

I was unable to remain at Seven Islands as long as I wished, for the reason that I had already exceeded the limits of travelling expenses fixed by you; it was necessary for me to go as soon as possible to Notre Dame des Bethsiamits.

The great majority of the Indians have had advances from the Hudson's Bay Company and are *en route*.

GODBOUT.

The Indian population is the same as last year; on my trip I only vaccinated 14, the others were absent, but I know that they were all in good health.

Last year was a bad one for the potato crop, they only harvested 125 bushels, which were of much assistance to them during the winter; in the spring I supplied them with 40 bushels for seed, they were well up when I passed and promised a better crop than last year.

The Indians of Godbout are nearly always hunting and working, and live comfortably.

Last autumn I made the distribution of flour, &c., and some barrels in the spring. I have a balance on hand, as the distribution should be greater in the autumn which would make it better for them for the winter, as was the case last winter; during the summer they live easily by themselves.

ESCOUMAINS.

I was able to visit these Indians for a short time on the 16th May last, there was no sickness amongst them; a centenarian died during the winter.

All these Indians were vaccinated last winter by the Doctor who went to Escoumains to vaccinate the whites.

I distributed grain and potatoes to them for seed, which I brought from Quebec the 16th May with the Godbout money; as the population of Godbout is less in comparison to what they receive, and as they live without misery, I was induced to give a share to the Escoumains Indians. Since then I have not visited these Indians, but I have been informed that they have sown all their grain and potatoes and that it promised to give them a good crop; this will encourage them for the future.

The land belonging to Mr. Vachon asked for by them has not been laid out by a surveyor and they informed me that it could not be done during the summer. Will you allow your Agent to employ one, so that the purchase of the said land may be completed in order that the Indians may work and sow with more encouragement and certainty.

NOTRE DAME DES BETHSIAMITS.

On my arrival at the lower post I met 101 families, including 33 widows, in all 461 souls.

There were no contagious diseases amongst them; their general health was good. I vaccinated 249 persons, a number had already been vaccinated, others did not wish to be vaccinated, pretending that they were going to leave for the woods. As I doubt whether the vaccine was for the most part good, like that for other bands I have vaccinated, I am ready to commence next year. I suppose that the vaccine was too old. It would be for the Agent to have vaccine always on hand and another scarifier for the preservation of the Indians if you are willing to send them

All the Indian's houses have been repaired and whitewashed and look well now.

I was not able to get timber for the frame for a schoolhouse you gave permission to have built. During the winter the men were all absent hunting. Winter is the time to get out building timber here. I found a house to let which would do well for a school if you will allow me to lease it and employ a school mistress.

In the month of March last, having learned that one of the foremen of the establishment of Mr. Girouard had opened a road to cut timber on the reserve, I went to the place and stopped him immediately.

On my return from my lengthened visit to the lower posts I found that the Indians here in a state of excitement which might have led to fatal results. Many of them had crossed over to Rimouski on the south shore and got nearly all the

liquor they wanted. Many of them returned in a state of intoxication. They shared their fire-water with those who remained at home. At one time heated and urged on by the bad counsels of the traders who wished to raise trouble with the Agent, who found himself without protection and deprived of all means of resistance against a revolt. My only recourse is to the moral influence of the missionaries, but what can these gentlemen do against a drunken band.

During the absence of the Agent while visiting the lower posts it would be well while all the Indians are at the sea for trading, that there should be constables or policemen on the reserve to arrest the traders and Indians with liquor in their possession, and those who purchase it on the south shore.

The chase has been less than last year. It is true that we can never know the exact amount the hunt produces. They always say that it is small, but notwithstanding this the merchants say that they had purchased about $20,000 worth of skins; but it is not the Indians who make the most profit. While on this subject I would ask that the Agent be authorized to verify the accounts of the merchants before the Indians pay them. The Indians are often deceived, especially when they have a glass of liquor in them. I learned from a private letter that a trader sold a bottle of gin for $20 to an Indian. They can cheat them in many other things.

I did not distribute any potatoes in the spring because they would not sow any. As last year, I had a money balance on hand which will be a great help next winter for the widows, &c.

In summer they always find plenty to do when they are at the sea. It often happens that when they have squandered their money they come and ask the Agent for help on the strength of the Government grant. I dismiss them making them feel ashamed of themselves, and recommend them to be more economical and to work for their living. It is a fact that it is often those who are in the least want and in easiest circumstances who ask for assistance; they are careless beggars. The Agent must act with prudence and be careful to say nothing about assistance during the winter, on account of the number of widows and orphans and other necessitous persons here.

A great number are now *en route* for the hunting grounds with the advances they have had from the Hudson Bay Company, and others will leave soon.

I have the honor to be, Sir,

Your most obedient servant,

L. BOUCHER,

Indian Superintendent.

DISTRICT No. 1,
NOVA SCOTIA.

No Report from John Harlow.

INDIAN AGENCY No. 2,
CORNWALLIS, KING'S COUNTY,
NOVA SCOTIA, 23rd July, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—It becomes my duty to submit, for your information, my Annual Report on the state of the Indians in this Agency, and I regret that I cannot report any improvement in their general condition. On the contrary, their means of getting a livelihood are decreasing from year to year.

Perhaps it will be better for me to recall to your recollection the first settlement of this county by the English in A.D. 1760. Just previous to that period, after the expulsion of the French, a proclamation was issued by the then Government of Nova Scotia, inviting settlers from New England; thereupon our fathers came down from the eastern part of Connecticut, and the Township of Cornwallis, about forty (40) miles in length by ten (10) miles in breadth, was granted to one hundred and fifty-six (156) proprieters; no reservations whatever having been made for Indians, I suppose because they were equally hostile with the neutral French—so considered, however. The Townships of Horton and Aylesford, the two comprising about the same area as Cornwallis, were settled by individual grantees, and there were numerous Crown Lands still existing, until about twelve or fifteen years since, in the southern portions of them, when they were all granted to timber speculators. I cannot but feel surprised at the supineness of the Provincial Governments of those periods in not providing better for the future wants of the Indians. Although they are possessed of a very independent nature, and will not become hired slaves (as they would deem it) to their white masters—yet I am fully satisfied, had they rich and fertile lands to settle upon, they have plenty of energy, and are keenly enough alive to the value of property to induce them to cultivate them, with proper assistance in the first start; but good lands are far too dear and valuable, in this county at least, for me to ask, or the Government to entertain the idea of purchasing sufficient land for such a settlement, and I see no prospect ahead but destitution and misery, and finally extinction of the race here, in this county at least.

The game is all gone. The timber which they require for their handiwork is becoming very scarce. The Indians settled near Kentville, having to travel some fifteen miles to procure the more valuable kinds, and even the young maples from which the females make their baskets and fancy work, are cut and drawn, or in many instances lugged home on their backs a distance of from three to five miles. When manufactured they will carry them from six to ten miles for sale to the more populous villages, selling them to the more wealthy inhabitants, at the same time begging, probably, to the amount of twice their value. By this means they subsist and eke out a scanty living. When sickness comes, destitution and starvation stares them in the face, and, I believe, were it not for the partial relief afforded by the Agent, through the bounty of the General Government, would, in some instances, become an actual fact.

No wonder that the poor Indian becomes stolid and apathetic; no wonder he seems lazy and indolent. I am not overdrawing the picture, the reality is coming home to us every little while; the only fear is that we become too callous and indifferent to their misery.

I am not at all attaching any blame to the Department, I know well that we are getting our full share per capita for the Indians, but I wish to bring to your notice and consideration, why there is more destitution, generally, among the Indians of this county than elsewhere.

That the Indians have ambition and energy, if only properly directed, I will relate two instances: Some years since Stephen Knockwood, jun., worked upon the railroad, earned and laid by his wages until he accumulated eighty dollars, with which he purchased four acres of land. He has since built quite a respectable house and barn, and has become possessed of a pair of steers. He applied to me for seed to plant his land, and thinking it my duty to encourage him I purchased the seed for him to plant about one and one-quarter of an acre. He has a wife and six children. He has left them to take care of his home, while he himself has gone porpoise shooting for the summer; but his land is poor, he having paid three times its value for it. Again, some time since, an Indian took a liking to a kind farmer in South Berwick, worked with him some years, and purchased ten acres of land from him. The farmer then built him a house, when he (the Indian) sickened and died from the Indian's innate disease, consumption. His two sisters now inherit the property.

I received from the Department last year, balance June 30th.		$ 16 64
For distribution and seed		89 04
		$105 68
I have expended for destitution	$ 78 05	
" " " seed	25 00	
Balance on hand	2 68	
		$105 73

All of which is respectfully submitted,

J. E. BECKWITH,
Indian Agent.

NOVA SCOTIA,
INDIAN DISTRICT No. 3,
CALEDONIA, 8th October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit my Annual Report with accompanying tabular statement.

There is very little change to report from that of last year.

The crops are excellent, far surpassing last year.

The health of the Indians of this District is very good.

Liquor drinking is, I am happy to say, diminishing every year. I have not heard of one case of drunkenness here during the past year.

I find them a quiet inoffensive people, ever willing to work.

They are employed during the summer season in making baskets, canoes, &c. hunting during the winter months.

They have no schools of their own. A few attend the public schools.

I have the honor to be, Sir,
Your obedient servant,

THOMAS BUTLER.

CHESTER, 10th November, 1881.
INDIAN DISTRICT No. 4.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit to the Department the accompanying tabular statement with my Report on Indian affairs for the past year.

The changes both in the social and moral status of the Indians of this district for the past twelve months have been so small and imperceptible, I find but little matter on which to frame a report.

There are five families living on the reserve at New Germany, who, to their credit be it said, have worked with all the energy of which they were capable to improve their farms and their own condition. With the sole exception of the potato crop, which, owing to a very wet spring, has been a failure, all the crops are larger and superior to any previous year. The hay crop has been exceptionally good. Oats have yielded well also.

The enclosed tabular statement will show that one hundred and fifty bushels of oats have been brought into the farms and threshed.

Of the moral state of the Indians I can speak most favorably. I have not heard of a single case of drunkenness during the past twelve months. Although sorely in need at times, even of the necessaries of life, dishonesty is a thing unknown amongst them. They are all Catholics and attend church very regularly. I have known some of them to travel fourteen miles to assist at Divine Service on Sundays. I regret, however, to have to state they do not send their children to school. This, perhaps, is due, in a measure, to the fact that we have no proper Indian schools or teachers.

I have the honor to be, Sir,
Your most obedient servant,
E. J. McCARTHY,
Indian Agent.

BEDFORD, NOVA SCOTIA, 15th Sept., 1881.
INDIAN DISTRICT No. 5.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I herewith send my Annual Report for District No. 5, Nova Scotia or Halifax Co.

There is little to add beyond what has been transmitted in the past two years. However, if anything, I have to report progress.

A valuable property of about seventy acres has been secured by the Government at Cole Harbor, about four miles from Dartmouth. It was intended that the Dartmouth Indians should remove there and settle on their own reserve. I regret to say that some of them only availed themselves of this opportunity to improve their condition. The others refused to go so far from Dartmouth and Halifax and their attractions. The families who removed to the Cole Harbor reserve are quite comfortable and contented,

The Department wished me to have the Indians of the county vaccinated this past year. I regret to say the Indians could not be brought together as the physician requested, to have it done. The old ones refused to submit to the operation at all. Another medical man refused to have anything to do in the matter as he thought the remuneration totally inadequate. In the more remote section of the country, Sheet Harbor, &c., an effort had been made to have the Indians vaccinated, but I have not as yet received the medical gentleman's report.

The moneys for last winter and the seed money of the last spring, I distributed to the best advantage in my judgment.

A special sum was granted early in the spring by the Department for the very necessary repairs to the buildings of the Cole Harbor Indians, for which they were deeply grateful.

I have the honor to remain,
Yours very truly,
D. C. O'CONNOR.

NOVA SCOTIA,
DISTRICT No. 6 "A,"
SHUBENACADEI, 14th October, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I herewith enclose tabular statement for the year ended 30th September. It is as complete as I could possibly make it; the grain not being all threshed. You will notice that the crops are very small in proportion to the seed sown.

The principal reason for this is that we have had a very backward season, another reason being want of manure.

The wheat has been destroyed by weevil and rust; the potatoes are rotting, while owing to the backwardness of the season, some of the oat crops had to be cut for fodder.

The Indians still complain about the mill backing water on to their lands.

A quantity of good hay has been destroyed by it this season.

A number of them still roam about during the summer months.

The one great want in this district is a school, as they are very ignorant and say they do not wish to see their children grow up as they have done.

Some of the Indians are at present absent on hunting expeditions, that is they have been engaged as guides to hunting parties.

Some of them have received prizes at the Dominion Exhibition, held in Halifax, for work which they had on exhibition, but as you will notice the return for coopering has been small, as the ones who had formerly been doing coopering have been attending more to their farms this season.

I have the honor to be, Sir,
Your obedient servant,

JAMES GASS.

TRURO, N.S., 26th September, 1881.
DISTRICT No. 6 "B."

The Right Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I have the pleasure of submitting to you my Report, with enclosed tabular statement, for the year ended 30th June, 1881.

The Indians in my Agency are constantly changing, sometimes I have fifteen or twenty camps, and then not more than ten.

The health of those under my care has been bad, there being an epidemic of whooping cough, measles, &c., during the past year.

I received during the fall of 1880 and the spring of 1881, the sums of $28 and $25 for the relief of distress and purchase of seed, which was expended carefully, and was a source of great comfort and assistance.

I am yours truly,

D. H. MUIR, M.D.,
Indian Agent.

PARRSBORO', N.S., 29th September, 1881.
DISTRICT No. 7.

The Right Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit herewith tabular statement and Report, for year ending 30th June last.

The condition of the Indians throughout this Agency has not materially changed since my last Report, with the exception of the band at Halfway Lake; they devote little or no attention to agriculture, they retain their old nomadic habits, and lead a useless vagrant life. During the winter months they congregate in the vicinity of towns and are a source of annoyance and expense to the authorities. I have used every effort to induce them to settle on the reserve, but without avail.

I am happy to be able to report a decided and gratifying improvement in the condition of the band at the lake. These Indians seem to recognize the fact that

farming, even on a small scale and in their primitive way, affords a much more certain means of subsistence than hunting. They seem grateful for the aid they received, and appear desirous of bettering their condition. The young men of this band are almost constantly at work in the lumber mills or on neighboring farms.

Their crops this year present a very creditable appearance. They have planted a few fruit trees, all of which are looking well.

I have the honor to be, Sir,

Your obedient servant,

A. T. CLARKE.

PICTOU, NOVA SCOTIA, 28th July, 1881.
DISTRICT No. 8.

The Right Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—In my last year's Report to your Department I gave some details of the social habits of the Micmac Indians. To enable you to understand more fully the *modus vivendi* of the band collectively, I shall, in this paper, describe a few of their more salient religious customs and observances.

The great annual Micmac festival—at which I have just assisted—is St. Ann's. The 26th of July is dedicated in the Roman Catholic Church to the memory of St. Ann, who was given as Patroness by the early French missionaries to the aborigines of old Acadia. A few days previously they begin to converge from different points in the country towards Chapel Island which is situated in Merigomish harbor. Their first care is to transact the public secular business. This they always do before they engage in the more solemn duties of religion. The chief, the subordinate captains, and populace generally, are evidently impressed at this season with a deep sense of that responsibility which makes men thoughtful over the welfare of the nation. A review is held of public current events for the last twelve months, the relations of the band with other bands of the tribe are considered, and all the exigencies of the actual situation are gravely discussed in solemn council. Any unfortunate individual whose misdemeanors amount to a vulgar crime—usually a solitary lapse into intoxication—is sternly admonished by the chief and obliged to pronounce, in the presence of his peers, his stout purpose of amendment. This promise is always accepted, and —experience proves that it rarely lacks of performance—he is restored to his former status in the band. He goes forth a new man, and never a whisper is afterwards murmured as to his past delinquencies. They are forgotten as well as forgiven.

The authority of the chief is respected to a degree that is simply astonishing. Neither in worldly gear nor in distinguished ancestry is he different from his brethren. Until the death of his predecessor in office he was a plodding, ordinary, very humdrum Indian mortal, whose reputation for probity of conduct was indeed excellent, but in whose circumstances and condition there was naught else remarkable. However, the death of the old chief created a vacancy, and after a closely contested election, he was chosen by a low majority of probably one over the next highest competitor. He did not receive directly the suffrages of over one-fourth of the electors; and next day his decisions no one thinks of disputing—nobody more than his rivals of the day before are more ready and willing to obey his behest with profound submission. He is at once universally respected, acknowledged, received. His rights, however, are well defined by tradition within a certain sphere; for though supreme he is by no means an absolute monarch. His jurisdiction extends "so far and no further," and his doughty subjects, though submissive without question where submission is a duty, are yet perfectly free in more than republican fulness of liberty in such matters as custom has not subjected to the chieftain's authority. They pay no tribute; they allot no special portion to his

individual use, and if he engage in hunting, fishing, or any other common employment, his share is defined by the same casting of lots that regulates the general distribution. His garments are no richer, his wigwam not better constructed or furnished. The only insignia of office is a medal worn somewhat ostentatiously on state occasions, and carefully kept out of sight for the rest of the year. Until about thirty years ago the chief was elected annually. A change in the term of office was made at the request of the Bishop of Arichat, and the incumbent is now chosen for life. At his decease the medal, the symbol of power, first bestowed by Louis XIV. of France, in token of his royal approbation, is transferred to his successor, who may have received a majority of votes.

The government of the chief, though he is elected by his subjects, is in all else largely autocratic. As such it is certainly regarded by the people. His principal duty is to correct any public abuses that may have crept into individual conduct, and thus reflect disgrace on the Micmac name. He also acts as interpreter when the priest delivers a sermon, and in the absence of the clergyman presides at public prayers which are always offered three times a day. He further cares for the instruction of the young people in the catechism, and makes it a point to see that as they grow up they are duly prepared to receive the religious ministrations which are proper to adults. Any neglect of parents is severely rebuked, and steps are immediately taken to remedy the omission. The first marriages of the people are solemnized only after consultation with the chief, and it is perhaps needless here to remark that he never puts obstacles in the way. The Indian as a rule marries young. I have more than once assisted at marriages of which the aggregate age of the contracting couple did not exceed thirty years. In the married life the young brave is usually a model of conjugal fidelity and probity. St. Ann's day and the week before and after are almost exclusively the nuptial season, and the rite is celebrated amid much rejoicing and gratulation on all sides.

The secular affairs of the tribe settled, the marriages of the young effected, the sacraments of the Church duly approached, the religious celebration concludes by a solemn procession around the graves of the dead. The cemetery of the band is beautifully situated on the rising ground in the vicinity of their church. After this the assemblage breaks up, and each family returns to its usual work, to re-unite next year at the same place for the same purposes.

I have the honor to be, Sir,

Respectfully yours,

R. MACDONALD,

Indian Agent.

NOVA SCOTIA, 11th October, 1881.
DISTRICT No. 9.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—All that can be of any interest to the Department to know, regarding the number and resources of the Indians of this Agency, is given in the accompanying tabular statement.

It can be there seen that there is a decrease of four in their number since last year's Report. During last spring and summer more than an average number of grown-up persons died, the most of them from lung diseases. Were it not for Indians who migrate here from other parts, the Indian population of this district would be considerably less than it was five years ago.

The Indians here are so conservative in their habits that any material change in the course of one single year, in their state, is hardly perceptible. They, each year,

cut down nearly the same quantity of wood, between three and four acres. Nearly the same quantity of seed is yearly put in the ground, and about the same quantity of land will probably be cultivated this year as was last year.

About half the families of the district plant more or less potato seed. The quantity of other seeds sown is very inconsiderable. After digging in the fall many leave the reserves and encamp, during the winter months, in different parts of this and the adjacent counties. They go away, partly from their natural inclination to roam and partly with the intention of bettering their circumstances; for on their own lands material is now becoming scarce for their coopering and basket works, the only industry to which they apply themselves during winter.

The long distances between the reserves renders it very difficult to establish a school among them. It is, however, in contemplation to make an effort next summer to give them a school—at least for some months during the year.

As a class the Indians are sober. There are but very few of them addicted to excessive drinking. The drunkard is looked down upon—is heartily despised by his kin and brethren. It is remarkable that were an Indian as drunk as Bacchus he cannot be induced by love or money to name the party from whom he had bought his drink.

They are notably exempt from the vice of pilfering or stealing. It is true, an Indian, when he borrows, will very probably fail in making due returns—he buys on credit, but is not punctual in making payment as promised, but to whatever want and destitution he may be reduced, he never thinks of recurring to the expedient of going to his neighbor's sheep-fold, or helping himself from another's potatoe field or orchard.

I have the honor to be, Sir,

Your obedient servant,

WM. CHISHOLM.

Indian Agent.

RED ISLANDS, 21st December, 1881.
DISTRICT No. 10.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—Herewith I have the honor to enclose tabular statement on Indian affairs of my Agency for the year ended 30th June, 1881. I beg to state that for the past year the crops in general were a failure, especially the potatoe and oats crops, which were the most important to the Indians; and had it not been for the relief sent from the Indian Department, some would have suffered for want of food, &c., last spring. I find the Indians of my district are generally very industrious, honest and temperate. There are yet a few among them who do not pay much attention to the cultivation of their lands. They migrate here and there, and when they come back to the reserve they are no better off than when they left it.

I have the honor to be, Sir,

Your obedient servant,

JOHN McDOUGALL,

Indian Agent.

NOVA SCOTIA,
INDIAN DISTRICT No. 11, CO. INVERNESS,
RIVER INHABITANTS, 30th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—In reply to your circular of date 30th August last, I beg leave to submit, for the information of the Indian Department, the accompanying tabular statement. Apart from the information conveyed in the statement there is not much to which to call the attention of your Department, except the almost continual trespassing of some of the white settlers in the immediate neighborhood of Whycocomagh and Malagawatch Reserves.

The Indians of my district are a law-abiding class of people, very sober and moral in their habits.

They are proud of, and grateful for, the protection secured them by the Indian Act of 1880, and amending Act of 1881. I beg leave to say that the said amending Act is very much needed by the poor Indians of Whycocomagh and Malagawatch, but it is apparently despised by some of their white neighbors. Trespassing seems to be considered something laudable by the latter, where a poor Indian is the victim. Notwithstanding that, by me as Indian Agent, notices have been repeatedly served on "squatters and trespassers" by constables from year to year, and by the high sheriff of the County, threatening them with legal proceedings, the offenders have not discontinued their depredations. Warrants have been issued by me for their apprehension and commitment to gaol, and they have up to this time eluded the officers of the law. I think it is high time that legal steps be taken for the apprehending of the guilty parties.

During the past year there were three marriages, nine births and five deaths, viz: two aged men—heads of families—and three children. The assertion that the members of the Micmac bands are decreasing, does not, therefore, apply to this band. The increase is through natural causes in the bond of wedlock. With the advantage of the aid so generously and munificiently supplied by the Indian Department, the public school under the management of John McEachen is doing good work, but the average attendance is not all that I would expect or desire; yet the Indians of Whycocomagh can reasonably be said to have a brighter future before them.

The $53 aid money given by the Indian Department for seed grain and potatoes, in April last, was equally divided among them in seed wheat, oats and potatoes, and has given good yield. The most of the Indians of Whycocomagh live in frame houses and own horses, cows and young cattle, and considerable other personal property; though some of them are poor, yet they are excellent laborers, and are able to make a living out of the price of their handicraft as coopers, &c., and their hunting and fishing, particularly the latter at some seasons of the year. They raise large quantities of potatoes and hay and corn, oats, buckwheat, turnips, cabbage, peas and beans, &c., yearly; and own carts, ploughs, harrows, sleds, hoes, forks, rakes, axes, &c. Their hunting principally consists of foxes, minks, muskrats, rabbits, and sometimes seals, in winter.

The Whycocomagh reserve was formerly well wooded, but has been plundered until but little valuable timber now remains.

In conclusion, I wish to express my conviction, that since the Indians are now becoming more thrifty and industrious, the more generously they are dealt with the sooner will they take their places with white people in the various avocations of life.

I have the honor to be, Sir,
Your obedient servant,

D. McISAAC,
Indian Agent.

NOVA SCOTIA,
DISTRICT No. 12.

No report. Rev. R. Grant appointed since 30th June, 1881.

CHRISTMAS ISLAND, N.S., 5th October, 1881.
DISTRICT No. 13.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The information I have to communicate to the Department in reference to the Indians of this district for the past year is nearly all contained in the accompanying tabular statement.

The majority of the Indians at Eskasoni are doing as well as could be expected in applying themselves to the cultivation of their lands. Among the older and more advanced settlers a certain rivalry or competition may be noticed in their efforts to improve their social condition, and to follow the example of the more comfortable and industrious of their white neighbors. One new frame house, owned by John Christmas, has been built during the year; it is now nearly finished and compares favorably with any farmer's house in the country. John Dinny, Chief, has added to his personal property by the purchase of a new waggon.

The good demand this year for cooper-work, such as butter tubs, barrels, pick-handles, &c., enabled the Indians to provide themselves with some useful articles that they otherwise could not have been able to procure.

Death has dealt heavily with this band the last winter and spring. Ten have died during the year, and all, with the exception of three infants, died of consumption.

Acting under instructions from the Department, I had vaccination satisfactorily performed on a number of the Indians at Eskasoni—I think about fifty. Many others of the band had been previously vaccinated, while more refused to subject themselves to the operation.

I have nothing to note respecting the condition of the Indians at North Sydney, further than what I have already communicated in a previous letter. They still persist in claiming their right to the old Indian reserve at Middle River, in the County of Victoria, which is now inhabited by white people. Whether their contention is just is a matter that requires to be considered by the Department.

I have the honor to be, Sir,
Your obedient servant,

M. McKENZIE,
Indian Agent.

EASTERN SUPERINTENDENCY,
CHATHAM HEAD,
NEW BRUNSWICK, 6th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to enclose tabular statement for the year ending the 30th of June, 1881, and report of Indian matters within my Superintendency.

The statement is as complete as can be had. You will observe a slight improvement in the condition of the Indians. In many instances they have increased their stock, and have given more attention to agriculture, but I cannot think that they

will ever be (generally speaking) thrifty farmers; it is really impossible to persuade some of them to work their farms, and many will do nothing more than raise a few potatoes for fall use.

A number of them derive a fair living through the winter on account of the good market for frozen fish.

I am pleased to report that the school in operation at Burnt Church reserve is working well, they take much interest in it, and the attendance is very good. I expect next spring there will be two more schools opened; one at Fort Folly Point, County of Westmoreland, and another at Eelground, County of Northumberland. The latter place is one of the largest of their settlements. I am quite sure the returns of this school, when working, will show a large average attendance, and I trust its establishment will produce good results.

There is but little difference in the population. I find that where they are close to the railroad, and can go from place to place without much trouble, that it has the effect of making them unsettled, and there is no way they can be so well off as to confine themselves to the reserves with what employment they can get in the summer season from the mills nearest their place.

On the whole I can safely state that their condition is improved.

I am, Sir,
Your obedient servant,

CHAS. SARGEANT,
Visiting Superintendent and Agent.

WESTERN SUPERINTENDENCY,
FREDERICTON, N.B., 28th November, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to state that, in accordance with your circular of the 30th August last, I herewith transmit a Report upon Indian affairs connected with my Superintendency, for the year ended 30th June, 1881.

The tabular statement forwarded by me within a few days past, to your Department, contains all the information I could possibly obtain under all the circumstances, and has been made up as usual with great care.

You will notice, upon reference to the tabular statement, that there has been a decrease in the population during the past year, arising from a variety of causes, such as death and removal.

Having repeatedly called your attention to the small amount of pecuniary aid forwarded to me for the poor Indians (both in my annual and private reports) it might be considered that I am too importunate if I reiterated the statements again, and shall merely state that I regret being bound down by my orders so that I cannot give the Indians certain things which are absolutely necessary, in addition to their supplies already ordered for their comfort, and in consequence, some of the Indians have already complained, and I am satisfied, that as I continue to carry out your instructions to the letter, as I have been requested to do, that there will be very much dissatisfaction among them which I should be very glad to avoid.

The Indians are very much pleased to learn from the correspondence which has taken place, particularly during the past year, between your Department and myself, that school houses will be erected, and schools established in certain districts among them during the coming spring or summer, and it is needless for me to expatiate upon the advantages thereof.

I have ascertained that a special police force among the Indians is authorized by the law of Canada, and have, during the past year, brought it into partial operation

to the advantage of the Indians and other communities, and shall try and carry it out more practically hereafter than has heretofore been accomplished for their peace and happiness.

Greater progress in agriculture has been made at the Indian Reserve at Kingsclear, in the County of York, than in any other part of my Superintendeney. Some improvement has been effected at St. Mary's in the same county; not so much upon the small reserve of about two or three acres, which is occupied by buildings and gardens, as upon lands the Indians have hired or obtained in some temporary way from some of their white neighbors who have been kind enough to let them occupy in that manner. At Woodstock, in the County of Carleton, the Indians were offered seed to plant on that reserve, but declined doing so. There is a small amount of farming done at St. George, in the County of Charlotte, by two or three Indians upon land granted to them for that purpose by Claudius Messwright, Esquire, an old and respectable inhabitant of that place who has always taken a great interest in the Indians connected with that locality, especially so in the case of the old Indian Doctor and his family.

At Scottstown, Queens County, a family of Indians to whom I have given seed for two or three years past, has raised very good crops indeed, and, as I am informed, are very deserving. As to the progress of agriculture in almost all, if not quite all, of the localities, my impression is, that the Indians seldom ever put all of the seed into the ground, but in consequence of their great poverty and want of thrift or dislike and lack of knowledge of farming, use it for food or some other purpose, and although I have urgently remonstrated with them, they still, in some cases, pursue that course.

Having reported so fully previously regarding the Indians generally, I have little to add, except that until they receive better education, their progress in all that contributes to their comfort and happiness must be very slow indeed.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM FISHER,

Indian Agent.

PROVINCE OF NEW BRUNSWICK,
PERTH CENTRE, VICTORIA CO., 30th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I again have the honor to submit my Report of the Indians in the Counties of Victoria and Madawaska, and enclose herewith tabular statement for the year ended 30th June last.

I find that the population has decreased since my last Report. The Indians were attacked last winter by the measles which carried off a number of their children. The population at present, including both bands, is one hundred and seventy.

There is nothing special to mention with regard to their general condition except that they seem to be more contented than the Indians of other places, and less inclined to move.

Their village at Tobique presents a neat and tidy appearance. Most of their houses are comfortable and are painted on the outside. The chapel and school-house, lately finished, compare favorably with similar edifices belonging to their white neighbors.

Their crops are about the same as last year, excepting potatoes, which, as a general rule everywhere, are only half a crop from the ravages of the bug and rust.

The band at Tobique have a good school in operation since first February last; the teacher keeps good order, and the children are very attentive, and are making good progress. The Indians are very much pleased with their school and hope, with your assistance, to continue it the whole year.

I have the honor to be, Sir,
Your obedient servant,

MOSES CRAIG,
Indian Agent.

PRINCE EDWARD ISLAND.
LENNOX ISLAND, 20th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit, for your information, the following Report, with tabular statement, for the year ended 30th June, 1881.

The Indians residing on the reserves, and also those stationed in the vicinity of Charlottetown, live mostly in houses. They avail themselves of the help given by your Department in building. Three houses and a barn are being built this summer. In a few years, on the reserves, the wigwam will be a thing of the past, there are but few of them at present; but the Indians dwelling in the country live in tents covered with birch bark, the material of which is easily carried from place to place.

Some Indians have good houses, well finished outside, the roof neatly painted, and furnished inside with tables, chairs, bedsteads, cooking stoves, clocks, &c. They are occupied, however, during only a part of the year, as some of the owners go away after planting time and encamp in the woods of the neighboring districts, where they can more easily procure materials for the manufacture of butter firkins and baskets.

The Local Government has, this year, opened a road leading to the Morell Reserve, which is a great convenience to the Indians residing on that reserve.

I am pleased to be able to report that they are progressing in farming. More wheat has been sown than in previous years. They have also planted a good share of potatoes, but these, I regret to say, will not prove very remunerative, as the wet season has done a great damage to this esculent on the reserves, as well as throughout the province.

The population is the same as last year. There have been thirteen deaths, and about as many births. Three of those who died were very old men, aged respectively 86, 88, 93.

In general, I must say the Indians are well behaved. I have no cases of immorality to report.

There is on the reserve of Lennox Island a substantially built school house, neatly painted; also a framed chapel, and a mission house in which I live.

I am still teaching on the Island. The children are intelligent and make fair progress. The average attendance in summer is small, but in winter they attend more regularly.

I am happy to be able to report that they continue to keep their temperance pledge which they took a few years ago. Some of them, however, especially those not living on the reserves, have not yet taken the pledge, and are still addicted to the use of liquor, but are seldom seen intoxicated, and of these there are not many.

I have the honor to be, Sir,
Your obedient servant,

JOHN O. ARSENAULT,
Indian Superintendent.

INDIAN COMMISSIONER'S OFFICE,
OTTAWA, 1st January, 1882.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit my Report on Indian matters in the North-West Territories and Manitoba, for the year ending 1881.

My last Report informed you of the condition of the Indians; the progress they have made in agriculture and civilization up to the year ending 1880.

I am glad to be able to state that during the last season, the efforts made by the Government to induce a greater number of the wild Indians to remain on their Reserves and work, has not been without success; while in certain districts, where active interest has been taken by the agents in charge, and where the chiefs have realized the advantages to be derived from tilling the soil, a very marked progress has been made.

The surrender of "Sitting Bull" early in the summer; the visit of His Excellency the Governor General to the Territories; the return of a large number of our own Indians from the south, where most of them had been for nearly two (2) years; and the advent of the buffalo in large numbers, have rendered the past year an eventful one for the Indians.

The behaviour of our own Indians throughout the Territories, on the whole, has been good. Large numbers of our Northern Crees went south early in the summer, in the expectation of getting buffalo, and to meet those returning from the States, who, for some time, had been leading a wild and unsettled life. Some anxiety was felt for a time at Fort Walsh, as their combined attitude was somewhat defiant, and their demands, backed by a large number of Half-breeds, were unreasonable.

The knowledge that "Sitting Bull" and the bulk of his Indians had surrendered, led our Indians to believe that buffalo would return to our side of the line, and the Northern Crees were most anxious to be paid their annuity money at Fort Walsh, in order that they, too, might be in a position to purchase ammunition and hunt should the buffalo come in. To assist them to carry their point, they bribed the more prominent chiefs (who with their large following had been usually paid at Fort Walsh) to make a stand and refuse to receive their money unless the Indians from the north were first paid. On the other hand, our Agents had been instructed to impress on the Northern Indians the advisability of returning to their reserves, and to use every effort to induce them to do so.

At a council held by me at Qu'Appelle, in the spring, the Indians of Treaty 4, expressed themselves satisfied with what the Government had done for them during the winter. They made some requests—which I considered reasonable—for more tools to work with. These I agreed to give them. Finding they were so contented, I thought it advisable to send one or two of them to Fort Walsh, to inform those who were at that point, that the Government were liberally assisting all who showed a disposition to work.

One man, a chief, stated that he was going at once to Fort Walsh, and he would advise his young men to come home, and he begged some provisions for the trip. He started almost immediately; but I am sorry to say that on arriving at Fort Walsh he acted in a manner diametrically opposite to that which he had voluntarily promised to observe, and it was reported to me that he had told the Indians that the Government was starving them and that some of his relatives had died last winter from the effects of starvation.

I had not implicit faith in this man, and fearing he might turn traitor, I engaged the services of another chief called O'Soup, the leading man at the Crooked Lake Reserve, and who hailed from the same locality as the first messenger.

In O'Soup I had great confidence, as he has been always found a most intelligent, hardworking and trustworthy man; he arrived shortly after messenger No. 1 and counteracted the bad impression made by him; he induced quite a number to return, but the bulk of the Indians would not hear of leaving, and demanded food at Fort

Walsh. At this time the report of buffalo coming north in large numbers was found to be correct, and it was thought advisable, under those circumstances, to pay the Indians their annuities and give them an opportunity of securing leather and sinews of both of which they were in great need. From that time to this a number of our Indians have been supporting themselves from the hunt, thus relieving the Government to some extent from the compulsory issue of large quantities of food supplies to the destitute, but it is very questionable whether the saving thus effected will in the end prove beneficial. I see no means by which we can prevent the Indians following buffalo if they come within easy reach as long as they have horses, guns and ammunition, neither do I think it would be advisable to force them to their reserves while there is a chance that they may make a living by hunting, as we are not in a position to set them all to work, and the result would be that we would be compelled to feed them and get nothing in return; in the meantime, land is being broken up on the reserves, and when the buffalo disappear and they are compelled to settle down, we will be in a better position to receive them.

We have now 24 farming instructors: 8 in Treaty 4, 11 in Treaty 6, and 5 in Treaty 7. A few have been cultivating home farms as well as attending to the reserves, but the majority have been living on the Indian reserve, and have thus been able to give their undivided attention to the Indians.

I append a statement as complete as the information on hand will allow, showing the amount of work done on the farms and reserves this season and their products. The amount produced, of course, is not so great as it would have been had the assistants nothing to do but work steadily in the fields, but much time must necessarily be lost in dealing with and instructing uncivilized savages.

I am in hopes another season to be able to dispense with the greater part of the instructing force in the eastern section of Treaty 4, which has, until lately, been in Mr. Allen Macdonald's agency, but is now transferred to Mr. Agent Herchmer's agency. In this locality a large quantity of ground has been broken which can now be easily cultivated by industrious Indians who want to farm, and with the assistance they will receive this spring, this acreage properly tilled should produce enough to keep them. The opportunities they will have for obtaining work in this neighborhood, which is now thickly settled, together with their usual hunt for small fur, should place them in an independent position.

We expect that large numbers of Indians who are now in the south but who belong to the reserves in the north, will return this year to their reservations in the western portion of Treaty 4, which includes Qu'Appelle, Crooked Lake, File Hills, Touchwood Hills and Quill Lake, and settle, and we will be compelled to keep a large staff of assistants to instruct them; but as on many of these reserves there are now numbers of Indian families who are comfortable, and who have taken to cultivating their ground, I anticipate no difficulty in inducing those who come in to work.

In Treaty 6, particularly in the neighborhood of Prince Albert and Carlton, the Indians have made great advancement, and Mr. Rae, who has had them in charge for a couple of seasons, reports: "nearly all my Indians feel confident that they can soon support themselves without much assistance from Government; they are giving in seed for next year to the farmers."

In the vicinity of Battleford it was reported last spring that some of the Indians were dissatisfied, and many left for the south at a time when it was most necessary that they should remain on the reserves. Mr. Agent Reed succeeded in seeding the ground of those that had left by utilizing the services of some Indians who had come to see him from Fort Pitt, and when those who had left dissatisfied in the spring returned after having travelled as far as Fort Walsh, suffering great misery on the road, they found to their joy that they were the possessors of good fields of grain and vegetables, and they now state that they will not leave their reserve again.

In this neighborhood several new bands settled in the fall of 1880. Some of them have worked steadily and have had fair crops. One band has broken 83 acres and had 53 under cultivation; another broke 58 acres and had 40 under crop.

Further west in the Edmonton district satisfactory reports reach us, and the Indians who remained on their reserves to work are grateful for the assistance they have received from the Government.

In Treaty 7, the bulk of the Indians are still very unsettled and have not yet realized their position.

I reported in 1879, that a large number of the "Blackfeet" and "Bloods" went south to hunt the buffalo.

Most of these remained in American territory until this summer; prior to their leaving they had been living on the buffalo and were still in their wild uncivilized state; they had realized the beneficial results of the advent of the Mounted Police and the stamping out of the whiskey traffic, and had we been in a position, at that time, to have kept them on their reserves, I am sure they would now have been much more contented than they are; but, understanding the position they were in, and that the Sioux were keeping the buffalo from them, they had no alternative but to strike out for the South, where, they had been informed, they could get meat and at the same time robes for clothing and leather.

While on the American side they had a good hunt, and had the whiskey traders kept away from them they might have returned in better circumstances than when they left; as it was, they were followed by the lowest class of thieves and whiskey traders who, in exchange for robes, supplied the Indians with horses, then made them drunk, and while in that state drove their horses off; it was on finding themselves on foot that they commenced stealing from each other, from American Indians, and, to some extent, from the whites. Complaints were made to the Government at Washington, that the British Indians were killing cattle and there was some excitement among the cattle men. I think it is likely that while on their horse stealing expeditions a few cattle might have been killed by our Indians; but, from information received on the Missouri River, I am satisfied that the loss sustained by the cattle men was not as large as was represented, and that the severe weather had more to do with it than had the Indians. Although our Indians got the credit of killing all that were missing, it is well known that the American Indians committed the bulk of the depredations.

Our Indians are in this position: the Indian traders on the Missouri hold out great inducements to them to go south and hunt, and to this end fee the chiefs, while the United States Government instruct the military to drive them back, should they come south across the boundary.

Big Bear, who is still at the mouth of the Mussel Shell River, where he has been for some time, has induced a large number of our Indians to join him this winter, and has informed them that he has been offered all sorts of good things by the Americans,—among others a large reserve. Of course, this has been done by some designing trader, in order that he might be induced to remain during the winter at that point where the buffalo are pretty thick, and get as many to join him as possible.

But to return to the Blackfeet, they are now all north of the line, and when I left Fort Macleod, in October last, were on their different reserves.

About 600 Bloods, under Red Crow, settled on their reserve, as I previously reported, in the fall of 1880. They erected houses, cultivated gardens, and worked admirably, for Indians, who, up to that time, had done nothing in the way of agriculture. The proceeds of their crops would have found them seed for this spring and helped them to get through the winter, had not the remainder of the band returned in the middle of the summer and pitched their lodges in the close vicinity of the gardens and houses of those who were settled, and, as is usual on the return of friends, feasted on what was eatable. They brought back a large band of horses; these broke down some of the fences and destroyed a good deal of crop. Some of the more careful, however, saved their potatoes, and when I went through their dwellings, I found a good supply in many of the root houses which they had built communicating with their houses. Many, in fact the bulk of them, had cooking stoves for which they paid as much as $50, and very poor ones they were. The walls of several of the houses were lined with cotton, and I saw many signs of civilization, such as cups and

saucers, knives and forks, coal oil lamps, tables, and several of the women were baking excellent bread and performing other cooking operations.

Their houses are built with some regularity, more so than on any of our reserves, but they are too close to one another.

By degrees we hope to persuade each family to branch out and settle on a little farm of its own; but now they cannot get over the feeling that they are safer living, as it were, in one camp as of old when they lived in lodges and pitched them in close proximity to each other.

In dealing with Indians we must give way to some of their prejudices; but, as they realize their position, I am sure that in a short time they will feel as secure living a short distance from each other as our Indians do now in the north.

A portion of the Blackfeet under Crowfoot settled on their reservations at the Blackfoot Crossing in 1879, and assisted, to some extent, in putting in their crops in the spring of 1880; but they refused to build houses until Crowfoot returned. The crops looked well, and the Indians on the reserve were contented until Crowfoot's arrival, with his wild followers from the south; their horses broke down fences and destroyed the greater part of the crop on twenty-three acres.

The Sarcees who had been working very fairly on the "Blackfoot Reserves," near the crossing, got into trouble with Blackfoot Indians on their return from the south, the chief grievance being that the Blackfeet stole their crops. They met me at Fort Macleod and begged to be allowed to settle away from the Blackfeet; they assured me that unless they left there would be bloodshed. These Indians applied last year for the same thing, and asked to be located on Fish Creek, where they had already got out some timber and rails; but it was thought that by moving them a few miles further west on the Blackfoot reserve, they would get along smoothly. Such proved not to be the case, so I agreed to their removal to the point they selected. This I was authorized to permit last winter, when there was trouble with them at Calgarry. They are now doing well; I am receiving satisfactory reports of their progress, and hear that as soon as they reached their reserve they worked with a good will.

The "Stonies" who live near Morleyville are quiet and contented; they have cultivated 68 acres, and have 100 broken. The crops have been light, and I fear the location is too close to the mountains to insure a certain return. They have received their treaty cattle, and have taken good care of them; their herd of cattle should yield them all the flesh meat they require in another year or two. As they are good hunters, and are continually in the mountains, there is no doubt but that they will soon be independent of the Government.

The only band I have not mentioned in this treaty is the Piegans, who are settled about 12 miles west of Fort Macleod; these have proved themselves to be very good Indians, and have never given us any trouble.

Their reserve, selected by themselves at the time of the treaty, and which they are very fond of, has not as good land on it for agriculture as I should like. The soil is light where they are now cultivating, and I fear it will not last long without being fertilized. Next year I hope to test some of the bench land; if that proves good they will have plenty of land for all purposes.

The Piegans have received their stock cattle and have taken good care of them.

I have no returns of the branding done this autumn from Fort Macleod Agency, so I am unable to say what the increase has been.

His Excellency the Governor-General's visit to the north-west was very opportune, as far as our Indians are concerned.

There had been a good deal of dissatisfaction with the treaties, some Indians stating that it was impossible to make their living under the existing ones; and others contending that promises had been made during the negotiations which had never been carried out. These alleged promises, however, do not appear in the treaty.

At several points during the spring an attempt was made to bring about a combined action and a refusal to be bound by the treaty; but when the Indians heard

that His Ecellency intended paying them a visit, they thought (and I have no doubt were advised by interested parties) that it would be a favorable time to urge their views.

His Excellency met a large number of Indians and held interviews with them at a dozen or more different points in our territories, almost all the head chiefs being present, with their councillors.

When this point was raised in regard to the treaties, His Excellency at once told them that he had not come to change the treaty, but to enquire into their wants and listen to their grievances.

Their appeal for more "strength," that is, power in the shape of teams, implements and tools to work their reserves, was not made in vain.

The want of more teams and implements is felt by the Indians from one end of the territory to the other,

His Excellency informed them that he was aware it was difficult to work their farms with so few animals, and that he would talk with his council and recommend that they get more.

As fresh Indians come in it is found that the number of cattle and implements promised by the treaty is insufficient.

The treaty stipulations obliged us to hand over to the chiefs so many ploughs oxen and tools for the benefit of the band, the numbers of oxen—one yoke—as in Treaty 4, is only sufficient for a single family, and one plough for ten families is obviously not enough.

Treaty 6 is a little more liberal, as they get two yoke of cattle for each band and one plough for every three familes.

Last year, a few work cattle and more tools than were provided by Treaty were handed to the Indians, and were a great help in getting in their crops.

I think it would be a great inducement to our Indians to settle down and become independent if a plough were given to those families who satisfied the Agent that by their industry they could become so.

SCHOOLS.

There are now twenty schools and missions in the North-West Territories, twelve of which are receiving Government aid, nine are Church of England, six Roman Catholic, four Canada Methodist and one Presbyterian.

There are now eleven school-houses under construction or completed, for which teachers will be required during the coming season.

We find considerable difficulty in securing teachers for schools where the number of children is small and is not likely to increase to an extent sufficient to make the per capita remuneration attractive, and I would recommend that in those cases a fixed sum be granted, say two-thirds ($\frac{2}{3}$) of the maximum amount allowed by Order in Council of 19th October, 1880.

I hope to be able to recommend the sites for the two industrial schools authorized by the Government in the North-West, before the close of the current year, as the rapid location and construction of the Railway west affords us an opportunity for the selection of favorable localities.

Schools now in operation in the Territories are as follows:—

Church of England.

Touchwood Hills	Gordon	Reserve	J. R. Settee,	Teacher.
Prince Albert	Jno. Smith	"	H. T. Bourne,	"
North of Carlton	Ahtahkahoop	"	Rev. J. Hines,	"
Battleford	Red Pheasant	"	R. Jefferson,	"
Fort Pitt	Sekaskoots	"	Rev. C. Quinny,	"
Fort Macleod	Blood	"	Rev. Mr. Trivett,	"
Fort à la Corne	James Smith	"		
Saddle Lake	Little Hunters	"	Rev. Mr. Inkster,	"
Battleford	Moosoomins	"	Mrs. Klink,	"

Roman Catholic.

Qu'Appelle		Conducted at R. C. Mission.
North Carlton	Muskeg Lake Reserve	G. Chappoline, Teacher
Edmonton	St. Alberts Mission "	The Sisters, "
Battleford	Poundmakers "	Rev. F. Lestance, "
Gold Lake	Aimoosaque "	R. C. Mission, "
Lac la Biche	at R. C. Mission	The Sisters, "

Canada Methodist.

White Fish Lake	Seenum Reserve	J. A. Yeomans, Teacher.
Morleyville	Stoney Indians "	A. Sibbald, "
Fort Macleod		J. & T. A. McLean, "
Pigeon Lake	Stoney Indians "	C. M. Missionary, "

Presbyterian.

North of Carlton.....Mustawayres Reserve.....R. J. McKay, teacher.

I append a form giving the names of our present farming instructors in the Territories, location, crops sown and harvested the present season as far as heard from; also showing what general work has been done upon the reservations, such as breaking land, fencing, building houses, stables, &c.; also a memorandum summarizing the same and estimating the money value of our grain, root crops, hay and land broken.

Of the quantity of produce shown (eight instructors, with crops of 673 acres, have yet to be heard from) fully 10,000 bushels of grain, and 5,000 bushels of potatoes will be kept for seed; the residue where within our control will be issued for food, that which is in the hands of the Indians will secure to them the means of their subsistence, while it lasts, supplemented with such small game and fish as they may kill.

We paid for seed grain in 1880, at Fort Ellice, $2 per bushel, with freight to be added to the reservations, also the same price at all points in the northern part of the Territories, excepting Prince Albert, Duck Lake and Edmonton; whilst at Fort Walsh and Macleod we paid seven to eight cents per pound for grain and potatoes. When issued as food, two pounds of turnips take the place of one pound of flour. I, therefore, think by estimating the crops all over at three cents per pound I will not be taking too much credit for its money value.

The total crop is as follows:—

	Bushels.
Wheat	6,172
Oats	4,580
Barley	8,900
Peas	333
Potatoes	19,891
Turnips	24,855
Carrots	1,299
	66,030=3,961,800 lbs., at 3 cts. per lb. $118,854
Hay cut and stacked, 2,582 tons, at $8 per ton	20,656
Land broken, 4,575⅝ acres, at $5 per acre	22,875
	$162,385

To this amount may be added the produce of eight instructors cultivating nearly 700 acres upon their farms and upon reserves. No report of the yield of their crops

has, as yet, been received; but I estimate that they will have at least 4,000 bushels of grain, potatoes and roots which, at the same rate, will amount to $7,200.

In 1881, 3,448⅞ acres were under crop as against 1,798 acres in 1880, showing an increase of 1,650⅞ acres.

The following are the buildings erected upon the Indian reserves, which includes also the improvements upon instructors' farms:—

Dwelling houses	768
Soup kitchens	2
Storehouses	22
Root houses	47
Ice house	1
Log huts	88
Barns	11
Stables	89
Milk house	1
Blacksmith shop	1
	1,030

The above buildings, with the exception of the huts, are generally of a superior description. I will not attempt to estimate their value, but their construction represents a great deal of labor.

FARMING AGENCIES AND

Farm, No.	Name of Instructor.	Location.	Grain				
			Broken for Year.	Under Crop, 1881.	Under Crop, 1880.	Fenced.	Hay Cut.
			Acres.	Acres.	Acres.	Acres.	Tons.
1	Charles Lawford	Way-way-see-cappo's	56	56	27½	160	140
	Way-see-cappo	Reserve, Bird Tail Creek.	20	20	15	.....	48
	The Gambler, Head Man	.....	20	20	.....	.....	
2	James Johnston	Côté's Reserve, near Fort Pelly	30	26½	20	.....	50
	Côté or Mee-may	.....	15	15			
	Kish-ah-konse	.....	50	43¾	40	.....	50
	The Key	.....	15	15			
3	James Setter	Crooked Lakes	.....	.....	.....	.....	160
	Chuck-ah-chass	.....	.....	.....	.....	.....	.....
	Kah-kee-she-way	.....	.....	.....	.....	.....	.....
	Oosoup	Round Lake	92	65½	.....	127	40
	Sah-kah-mas or Mosquito	.....	.....	.....	.....	.....	.....
	White Bear	.....	.....	.....	.....	.....	.....
	Kah-kee-wis-ta-haw	.....	.....	.....	.....	.....	.....
4	G. Newlove	Near Qu'Appelle	12	12	.....	12	150
	Pas-quah	.....	70	60	.....	60	50
	Mus-kow-wee-pe-tung	.....	.....	.....	.....	.....	.....
	Standing Buffalo (Sioux)	.....	40	20	.....	20	15
5	H. J. Taylor	File Hills	6	6	.....	6	30
	Little Black Bear	.....	12	10	.....	10	16
	Star Blanket	.....	10	7	.....	7	12
	O-kah-neese	.....	10	6	.....	10	15
	Pee-pee-kee-sis	.....	8	6	.....	6	.....
6	G. S. McConnell	Touchwood Hills	35	22	17	70	140
	Day Star	.....	30	6	54	6	30
	Cah wah-ca-toose or Poor Man	.....	10	10		10	6
	Gordon	.....	20	20		20	15
	Mus-cow-ah-quhau or Hard Quill	.....	5	4	.....	4½	6
	Yellow Quill	Nut Lake	7	7	.....	7	30
7	J. J. English (Assiniboine Indians)	Maple Creek	116	115½	77	100	18
8	J. Tomkins	Duck Lake	32	32	.....	.....	100
	Beardy	.....	160	87	38	.....	50
	O-kee ma-sis, Head Man	.....					
	Cut Nose	.....	.....	.....	.....	.....	.....
	One Arrow	.....	25	25	.....	.....	.....
	George Weldon (Sioux)	.....	20	15	.....	30	.....
9	A. B. Loucks	Prince Albert	27½	20½	23½	30	20
	Wm. Twatt	North of Prince Albert	30	30		.....	.....
	John Smith	South Branch	250	250	296	.....	.....
	Cha-kas-tah-pay-sin	do	22	22		.....	.....
	James Smith	Fort à la Corne	20	20		.....	.....
10	George Chaffee	Snake Plains	35	35	19	50	50
	Mestawasis	do	290	215	139	620	125
	Ah-tah-kah-coop	Sandy Lake					
	Pet-te-quay-kee	Muskeg Lake					
	Ko-pau-wek-mus	Green Lake	10	10	.....	.....	.....
	Kennemoytanoo		10	10	.....	.....	.....
11	T. Chambers	Eagle Hills	34	34	27½	34	60
	Red Pheasant	do	100	88	51¾	88	70
	Mosquito	do	45	30	.....	30	20
12	Samuel Ballendine	Battle River	.....	.....	.....	.....	110
	Strike him-on-the-back	do	52	30½	47½	32	35
	Pondmaker	do	58	40½		42	100
13	Daniel L. Clink	Jackfish Creek	83	56	2	203	40
	Moosoomin	do					
	Ah-pische-moose	do					
14	P. J. Williams	Onion Lake Fort Pitt	65	65	23½	100	40
	Carried forward	.....	2,153½	1,749¼	951	1,968½	1,883

INDIAN RESERVATIONS.

and Roots Sown.								Grain and Roots Harvested.				
Wheat.	Oats.	Barley.	Potatoes.	Turnips.	Carrots.	Peas.	Garden.	Wheat.	Oats.	Barley.	Potatoes.	Turnips.
Acres.	Acres	Acres.	Acres	Acres.	Acres.	Acres.	Acres.	Bush.	Bush.	Bush.	Bush.	Bush.
		.....	1	3	.....	.....	.....	376	644	114	250	200
.....	.....	.....	7	.....	½	.....	.....	80	.....	280	500	350
10	8	.....	5	3	¼	.....	1	200	250	.....	1,000	2,500
5	.....	15	15	4	¼	.....	4	100	.....	300	2,000	500
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	4	28	12	7½	¾	.....	5	.....	.....	70	120	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	6	5	½	3	½	.....	¼	76	50	60	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	34	.....	39	120	270
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	54	¾	10	10½	1½	1	16	583	1,700	15	1,000	160
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	450 250	.....	150 150	300 240	400 370
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7½	6	3	3	¾	.....	.....	¼	178	.....	70	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	1000	.....	1500	800	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	200	.....	60	100	.....
13	10	8	3	1	¼	.....	½	300	.....	100	225	500
75	.....	90	20	20	5	.....	5	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	5	31	15	20	.....	.....	12	.....	.....	.....	.....	.....
.....	.....	4	10	12	.....	.....	4	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
½	.....	11	9	8	.....	.....	2	10	.....	140	750	150
2	.....	20	7½	10	.....	.....	1	40	.....	270	950	350
5	.....	21	7	20	1	.....	2⅝	40	.....	100	200	350
17	3½	36½	7	1	.....	.....	.....	200	150	700	300	30
188	96½	305¼	152	125¾	10½	1	58⅝	4,157	2,794	4,318	9,225	6,280

FARMING AGENCIES AND

Farm No.	Name of Instructor.	Location.	Grain Broken for Year.	Under Crop, 1881.	Under Crop, 1880.	Fenced.	Hay Cut.
			Acres.	Acres.	Acres.	Acres.	Tons.
	Brought forward		2,153½	1,749½	951	196½	1,883
	Sekaskoots	Onion Lake Fort Pitt	82	47	33	60	40
	Machoos	do	14	14		14	2
15	John Delaney	Frog Lake	50	50	27½		50
	Nepo hay-how	do	8	3	14¾		20
	Pus-kee-ah-go-win	Goose Lake	9	9		12	
	Kee-hee-win	Moose Lake	13	10		15	
	Kee-nee-say-oo or Chippewayan	Angle Lake	50	40		40	
16	Edward Higgins	Saddle Lake	100	65	31	100	35
	Seenum	White-fish Lake	300	300	55		
	Pee ay-sees	Lac la Biche	23	23			20
	Little Hunter	Saddle Lake	150	150	46½		85
	Mus-keg-ah-wah-tick	Wah-shat-ee-now	12	12			15
	Blue Quill	Egg Lake	12	12			4
	Chippewayan	Hart's Lake	6	6	10		10
	Beaver Lake	Lac la Biche	6½	6½			
17	J. O'Donnell	Rivière qui Barre	166	145	113	425	70
	Michel	Sturgeon River	42	28	49	45	75
	Alexis	Stoney Lake	28	28		40	5
	Alexander	Lac la Nonne	65	35		50	20
	Tommy la Potack	Near Edmonton	27¾	27¾		30	
	Mah-mah-nah-wah-tow	do					
18	S. B. Lucas	Peace Hills	86	59½	44	600	70
	Pass-pass-chase	Bears' Hill	32	32	24	32	30
	Sampson	do	11	11		15	35
	Ermine Skin	do	20	20		20	45
	Bob-tail	do	20	20		20	25
	Chee-poos-te-qua-hu	Pigeon Lake	15	15	6	15	30
	Muddy Bull, Head Man	do	12	12		12	50
19	Magnus Begg, Stoney Indians, 3 Bands	Morleyville	100	68	40	105	5
20	W. J. Lauder	Blackfoot Crossing	23	23	22	14	30
	Blackfeet Indians	do	50	35½			
21	Charles Kettles	Old Man's River	50	48	75	80	36
	Piegan Indians	do	100	95		95	
22	J. G. MacDougall	Belly River	3	3		3	
	Blood Indians		103	40		70	
23	Samuel Bruce, Supply Farm	Pincher Creek	310	155½	135	310	50
24	J. J. McHugh, Supply Farm	Fish Creek	447	207½	170	600	100
25	A. Cameron	Moose Mountains					30
	Pheasant Rump		23	3			25
	Ocean Man		18	6			20
26	Sarcees Indians', J. A. Grant	Fish Creek					
			4,644¾	3,553¼	1,813½	4,716½	2,873

INDIAN RESERVATIONS—*Continued.*

and Roots Sown.								Grain and Roots Harvested.				
Wheat.	Oats.	Barley.	Potatoes.	Turnips.	Carrots.	Peas.	Garden.	Wheat.	Oats.	Barley.	Potatoes.	Turnips.
Acres.	Acres.	Acres.	Acres.	Acres	Acres.	Acres.	Acres.	Bush.	Bush.	Bush.	Bush.	Bush.
188	96½	305¼	152	125¾	10½	1	54⅝	4,157	2,794	4,318	9,255	6,280
4	.....	20	20	2	.....	.....	1	40	.....	200	200	150
.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	200	250	350	450	150
.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	220	.....
2	.....	2	5	.....	.....	.....	.....	.....	.....	40	50	.....
3	.....	.....	7	.....	.....	.....	.....	.....	.....	.....	220	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	2	33	5	3	.....	.....	2	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	1200	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	600	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	200	100
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	200	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	600	60
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	4	108	4	3	.....	.....	1	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	94	.....	360	1400	225
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	150	200
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	200	100
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13½	15	15	10	3¼	.....	.....	2½	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	400	50
}	.....	45	14½	10	.....	.....	8	.....	.....	50	600	100
										200	186	200
										30	200	40
										30	400	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	.....
.....	.....	.....	14	42	3	.....	4	.....	.....	.....	.....	.....
.....	7	4½	3	1	.....	.....	3	.....	33	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	16	17½	7	6	.....	.....	½	20	.....	650	1000	.....
.....	8	19	46	17	.....	.....	5	.....	100	.....	200	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	50	65	12	23	1½	.....	4	.....	.....	.....	200	2000
.....	60	65	25	50	1	5	1½	.....	1200	1500	.....	10000
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2½	½	.....	.....	.....	.....	20	200	100
.....	.....	.....	1½	4	½	.....	.....	.....	.....	30	200	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
252½	258½	679¼	309	290½	17	6	86½	¼ 4,471	4,377	8,898	18,631	19.775

FARMING AGENCIES AND

Farm, No.	Name of Instructor.	Location.	Grain and Roots Harvested.		Rails Cut.	Approximate Number of Indians on Reserves.
			Carrots.	Peas.		
			Bush.	Bush.		
1	Charles Lawford	Way-way-see-cappo's	20		1600	
	Way-see-cappo	Reserve, Bird Tail Creek.	30		52000	60
	The Gambler, Head Man					
2	James Johnston	Côté's Reserve, near Fort Pelly	150			
	Côté or Mee-may		150		7000	23
	Kish-ah-konse					50
	The Key					30
3	James Setter	Crooked Lakes				
	Chuck-ah-chass					
	Kah-kee-she-way					161
	Oosoup	Round Lake			17000	34
	Sah-kah-mas or Mosquito				1000	75
	White Bear					20
	Kah-kee-wis-ta-haw				2000	154
4	G. Newlove	Near Qu'Appelle			3000	
	Pas-quah				18000	160
	Mus-kow-wee-pe-tung					
	Standing Buffalo (Sioux)				18350	
5	H. J. Taylor	File Hills			2000	
	Little Black Bear				4000	
	Star Blanket				2500	
	O-kah-neese				2000	
	Pee-pee-kee-sis				2000	
6	G. S. McConnell	Touchwood Hills			4000	
	Day Star				3000	
	Cah-wah-ca-toose or Poor Man		72		3000	
	Gordon				2000	
	Mus-cow-ah-quhau or Hard Quill				1000	
	Yellow Quill	Nut Lake			1000	
7	J. J. English (Assinaboine Indians)	Maple Creek		30	4500	
8	J. Tomkins	Duck Lake				
	Beardy					70
	O-kee-ma-sis, Head Man					
	Cut Nose					60
	One Arrow					50
	George Weldon (Sioux)					
	Carried forward		422	30	150,950	947

INDIAN RESERVATIONS—*Continued.*

Men Employed, including Instructor.	Horses and Oxen.	Buildings Erected.	Remarks.
4	1 span horses, 2 native horses, 3 yoke oxen.	1 dwelling house, 1 granary and barn, 2 stables, 1 Interpreter's house, 1 Indian waiting house, 1 Indian sleeping house.	
.....	.....	18 houses, 2 stables.....	
4	1 span horses, 4 oxen...	1 dwelling house, 4 stables....	The wheat a remarkably fine sample.
.....	.....	21 do 3 do	
.....	.....		
4	1 span horses, 1 saddle horse.	1 Instructor's dwelling house, 1 Interpreter's do 1 storehouse.	Instructor Setter has no "Home Farm," all his work being done upon the reservations with his men working with and among the Indians.
.....	.....	1 stable, 1 Indian house.....	
.....	1 yoke oxen	9 huts.....	
.....	1 do loaned.....	8 good houses, 4 stables.....	
	1 yoke oxen, Treaty.		
.....	.....	.....	
.....	.....	.....	
.....	1 yoke oxen.....	.....	
3	1 span horses, 3 oxen...	1 good dwelling house, 1 Interpreter's dwelling house, 1 storehouse, 1 stable, 1 ox stable, 1 root house.	
.....	2 yoke oxen on loan....	20 houses, 8 stables	
.....	1 yoke oxen.....	2 houses, 1 stable.....	Just settled.
.....	2 do	12 huts, 1 good stable	
3	1 span horses, 4 oxen...	1 dwelling house, 1 Interpreter's dwelling house, 2 stables, 1 root house.	Instructors Newlove and Taylor have very small "Home Farms," giving all their attention to instructing the Indians.
.....	1 yoke oxen.....	4 houses, 2 huts, 1 stable.....	
.....	1 do	1 good dwelling, 5 huts, 1 stable	
.....	1 do	1 house, 6 huts, 2 stables	
.....	1 do	1 good house, 5 huts, 1 stable.	
5	1 span horses, 4 oxen...	1 good dwelling, 1 Interpreter's house, 1 Indian house, 2 storehouses, 1 stable, 1 ox stable, 1 root house.	
.....	3 oxen, 1 being loaned.	8 houses	
.....	1 yoke oxen.....	1 good house, 10 huts..	
.....	1 do on loan.....	15 houses, 5 stables.....	
.....	1 do	1 house, 5 huts 1 stable	
.....	.....	1 dwelling, occupied by Assistant Instructor, 1 store house, 1 stable.	
5	4 span horses, 1 ox.....	1 Instructor's house, 1 store, 1 stable.	An excellent yield of grain; potatoes a fair crop; turnips a failure.
3	3 horses, 1 saddle horse, 4 oxen.	1 dwelling house, 2 stables....	
.....	.....	.....	
.....	.....	.....	
.....	.....	.....	
.....	1 yoke oxen	.....	
.....	.....	8 comfortable houses.....	
31			

FARMING AGENCIES AND

Farm, No.	Name of Instructor.	Location.	Grain and Roots Harvested.		Rails Cut.	Approximate Number of Indians on Reserves.
			Carrots.	Peas.		
			Bush.	Bush.		
	Brought forward		422	30	150,950	947
9	A. B. Loucks	Prince Albert				
	Wm. Twatt	North of Prince Albert				100
9	John Smith	South Branch				125
	Cha-kas-tah-pay-sin	do				50
	James Smith	Fort à la Corne				100
10	George Chaffee	Snake Plains	10			
	Mestawasis	do				175
	Ah-tah-kah-coop	Sandy Lake				180
	Pet-te quay-kee	Muskeg Lake				90
	Ko-pau-wek-mus, Kennemoytanoo	Green Lake				15, 70
11	T. Chambers	Eagle Hills				
	Red Pheasant	do				166
	Mosquito	do				304
12	Samuel Ballendine	Battle River				
	Strike-him-on-the-back	do	1			90
	Poundmaker	do	1			120
13	Daniel L. Clink	Jackfish Creek				
	Moosoomin	do	50			70
	Ah-pische-moose	do				30
14	P. S. Williams	Onion Lake Fort Pitt	30		4,000	
	Sekaskoots	do				105
	Machoos	do				66
15	John Delaney	Frog Lake	30			
	Nepo-hay-how	do				67
	Pus-kee-ah-go-win	Goose Lake				55
	Kee-hee-win	Moose Lake			40,000	114
	Kee-nee-say-oo or Chippewayan	Angle Lake				115
16	Edward Higgins	Saddle Lake			28,000	
	Seenum	White-fish Lake				260
	Pee-ay-sees	Lac la Biche	20			40
	Little Hunter	Saddle Lake	20			
	Mus-keg-ah-wah-tick	Wah-chat-ee-now	40			
	Blue Quill	Egg Lake	20			
	Chippewayan	Hart's Lake	30			
	Beaver Lake	Lac la Biche				
	Carried forward		674	30	222,950	3,368

INDIAN RESERVATIONS—*Continued.*

Men Employed, including Instructor.	Horses and Oxen.	Buildings Erected.	Remarks.
31			
2	2 horses, 1 saddle horse	1 dwelling, 2 stables, 1 storeh'se	
.....	.....	.....	
.....	.....	.....	
.....	1 yoke oxen	.....	
.....	.....	.....	
3	.....	1 first class dwelling, 1 store-house, 1 barn, 2 stables.	
.....	2 yoke oxen	.....	
.....	2 do	144 houses	
.....	2 do	.....	
.....	.....	.....	
.....	.....	.....	
3	3 horses, 1 native horse, 4 oxen.	1 good dwelling, 1 Interpreters house, 1 granary, 2 stables, 1 milk house, 1 ice house.	
.....	4 Treaty oxen, 5 on loan	20 houses, 7 stables	
.....	1 do ox, 1 yoke loaned	1 good house, 19 huts, 1 stable, 1 jail.	
2	1 saddle horse	1 dwelling, 1 store house, 2 stables.	Instructors Ballendine and Clink, have no home forms, but work with the Indians upon their reservations.
.....	4 oxen	.....	
.....	3 Treaty oxen, 1 ox on loan.	.....	
.....	2 native ponies	2 houses, 1 school house	
2	4 oxen	12 huts	
.....	.....	.....	
4	2 horses, 1 saddle horse, 4 oxen.	1 first class dwelling, 1 Interpreter's house, 1 storehouse, 1 soup kitchen, 1 Indian house, 2 stables.	
.....	.....	22 houses	
.....	.....	4 do	
3	1 span horses, 4 oxen...	1 good dwelling, 1 storehouse, 1 soup kitchen, 2 stables, 1 root house.	
.....	.....	5 houses	
.....	.....	4 do 2 stables	
.....	.....	.....	
.....	.....	25 dwellings, 2 stables	No return as yet of acreage and yield of crops of this band, but Mr. Agent Reed, reports them so thriving, that in another year they will be self-supporting.
4	1 span horses, 4 oxen...	1 dwelling, 1 interpreters house, 2 stables, 1 store-house, 1 barn.	
.....	2 yoke oxen, several yokes, the private property of individual Indians.	.....	There are about 60 families settled to farming upon Seenums' reserve, they are doing well, being almost self-supporting, but as yet no returns have been received, specifying the work they have done the past season.
.....	.....	20 log houses, 4 barns	
.....	2 yoke oxen	14 do 4 do	
.....	1 do	5 do 8 shanties, 1 barn.	
.....	1 do	.....	
.....	.....	11 houses of a superior description, 5 stables.	
.....	.....	.....	
54			

FARMING AGENCIES AND

Farm No.	Name of Instructor.	Location.	Grain and Roots Harvested.		Rails Cut.	Approximate Number of Indians on Reserves.
			Carrots.	Peas.		
			Bush.	Bush.		
	Brought forward		674	30	222,950	3,388
17	J. O'Donnell	Rivière qui Barre			16,500	
	Michel	Sturgeon River	300		15,200	90
	Alexis	Stoney Lake	7		10,000	100
	Alexander	Lac la Nonne	5		20,900	100
	Tommy la Potack	Near Edmonton				
	Mah-mah-nah-wah-tow	do				25
18	S. B. Lucas	Peace Hills				
	Pass-pass-chase	Bears' Hill	10			100
	Sampson	do	75			50
	Ermine Skin	do	80			50
	Bob-tail	do	20			40
	Chee-poos-tee-qua-hu	Pigeon Lake	20			30
	Muddy Bull, Head Man	do				25
19	Magnus Begg	Morleyville				
	Stoney Indians, 3 Bands					610
20	W. J. Lauder	Blackfoot Crossing				
	Blackfeet Indians,	do				1,700
21	Charles Kettles	Old Man's River				
	Piegan Indians	do			6,500	916
22	J. G. MacDougall	Belly River			12,000	
	Blood Indians				1,400	3500
23	Samuel Bruce, Supply Farm	Pincher Creek				
24	J. J. McHugh, Supply Farm	Fish Creek		33		
25	A. Cameron	Moose Mountains				
	Pheasant Rump					30
	Ocean Man					60
26	Sarcee Indians, J. A. Grant	Fish Creek				479
			1191	63	305,450	11,293

INDIAN RESERVATIONS—*Concluded.*

Men Employed, including Instructor.	Horses and Oxen.	Buildings Erected.	Remarks.
54			
4	1 mare, 4 native horses, 4 oxen.	1 good dwelling, 1 stone house, 1 granary, 2 stables, 1 square timber bridge across Rivière que Barre.	The crops on this farm were nearly all destroyed by a hail storm. Alexis' and Alexander's crops escaped. Michel had the best barley in the country.
.....	4 oxen.....	4 houses, 1 stable.....	
.....	2 do	3 do 1 do	
.....	4 do	3 do 1 do	
.....	2 do	....	
.....	.....	.....	
3	1 mare, 2 native horses, 6 oxen.	1 dwelling, 1 granary, 2 stables, 1 large root house.	No special returns of yield of crops. The wheat, oats and barley only half a crop. Roots excellent.
.....	....	20 houses, 2 stables.....	The Indians on these reservations have done the following additional work in payment for provisions: Sawn 3,500 feet lumber with whip saw, hewn 70 pieces house timber, got out 70 saw logs, 400 logs for corrall, cut 6,000 shingles, 1,212 pieces tamarac, flatted 2,029 pieces spruce, 129 tamarac posts, built two bridges over Bear and Pipestone Creeks, also graded Bear's Hill. The Bands of Sampson, Ermine Skin, Bobtail and Muddy Bull farmed for the first time this year.
.....	....	5 do 1 stable	
.....	....	5 do 1 do	
.....	....	4 do 1 do	
.....	....	10 do 1 do	
.....	....	6 do	
2	1 saddle horse.....	.....	
.....	6 oxen.....	48 dwelling houses.....	3,500 shingles made. Crops light.
5	1 saddle horse.....	1 dwelling house.....	
.....	6 oxen.....	10 houses	
4	2 horses, 6 oxen.....	1 dwelling, 1 Interpreter's dwelling, 1 root house, 1 implement house, 1 meat house, 1 storehouse.	Grain crops fair yield. This Band has 196 cows, nearly all of which they milk. The crop not all threshed.
.....	.....	82 dwelling houses, 40 root houses.	
.....	.....	6 houses, including store and root houses.	
.....	4 oxen.....	76 houses	
6	11 horses and native horses.	1 dwelling, 1 granary, 1 blacksmith's shop, 1 corrall, 2 stables, 1 root house.	Grain not threshed.
6	3 horses, 6 oxen.....	1 dwelling, 1 stable, 1 corrall, 1 large horse stable.	Potatoes not a good yield.
3	.....	.....	
.....	....	....	There is no home farm here. Potatoes are small, having been injured by the frost as they were late planted.
.....	....	.....	
.....	....	.....	These Indians have only just gone on their reservation. They cultivated 20 acres upon the Blackfoot reservation during the summer of 1881.
87			

E. DEWDNEY,
Indian Commissioner.

I append a statement showing the whereabouts of our Indians in the North-West Territories, on the 31st December, 1881.

It will be seen from it that about half are on their reserves, and a number of those who are hunting and fishing belong to the reservations already located, but I estimate that we shall have to provide, probably in the course of the present season, about 1,000 square miles over and above what has been apportioned already to the Indians of the North-West.

Of the 11,459 on the reserves nearly 7,000 are Blackfoot, and 5,000 of them are receiving, and have been for some months, a regular ration of an average of 1¼ lbs. per diem, consisting of meat and flour, this entails an expenditure of about 1,800 lbs. per month.

The other Indians who are on their reserves receive more or less assistance, some getting a regular ration of one-half pound of flour and one-quarter pound of bacon, while others are only rationed with food for work.

The Crees are in a position to help themselves to some extent, and do so by hunting small game.

The Indians who are shown as absent on the return are making their own living, with the exception of 800, who are getting a half daily ration at Fort Walsh, almost the whole of them are old and destitute. Others who are hunting in the neighborhood pay occasional visits to the agency and get relief, and then start again for the hunt. Small game has been more plentiful this fall than usual, which has enabled the northern Crees to help themselves to a greater extent than we expected, and the buffalo coming into the country in the fall also assisted those who were south, had it not been for this our expenditure would have been much larger than it is.

Nearly 4,000 of the Indians absent from their reserves are south of the line, and may at any moment be driven back by the American soldiers, who are instructed to do so, at any rate they will be on our hands early in the spring. They are the most worthless and troublesome Indians we have, and are made up of Big Bear's old followers and Indians belonging to different bands in the north; when they arrive they will be joined by all the other Indians in the southern part of Fort Walsh District, and will rendezvous at some central point, I think Qu'Appelle; they will number over 7,000; they will leave their camp as soon as the grass is green, if they are not driven over the line before, as is their custom; they will start probably with ten days' provisions, and before they reach our territory runners will be in stating that numbers are starving on the road and ask that assistance might be sent to them; they will arrive utterly destitute and we should have to do as has been done before, feed them.

My impression is that this is the last season they will go south, and I fear that our ration list will next year be greatly increased.

When we consider that but a few years ago almost all our North-West Indians, in Treaties 4, 6 and 7, relied on the buffalo for existence, I think it is a matter for congratulation that the demand on the Government has not been larger. It shows that there are other resources by which some of them can live, and I am in hopes the proceeds of our farms and reserves, as the soil is better worked and the crops more carefully looked after by the Indians, will enable us to keep down our estimates.

It has been found that Winnipeg is the most favorable point for our office at present. Shoal Lake, which we took over temporarily from the North-West Mounted Police, was not connected, as was expected, by telegraph, consequently we were unable to utilize it to any extent.

Until the point for headquarters is decided upon, I would recommend that our office be continued at Winnipeg.

The work of the office has increased very largely during the past year, which has necessitated our employing extra clerical assistance.

For the year ending 31st December, 1881, 4,151 letters were written, covering 6,043 pages of foolscap; 38 circulars to Indian Agents; 3,522 vouchers in triplicate,

checked and signed, and a large number of letters received from our agents in the Territories were copied and forwarded for the information of the Department.

I have the honor to be, Sir,

Your obedient servant,

E. DEWDNEY,

Indian Commissioner.

Number of Indians in the North-West Territories and their whereabouts on the 31st December, 1881.

Name of Band.	Location of Reserve.	Tribe.	No. on Reserve.	No. being absent.	Total number of Indians.	Whereabouts of Absentees.
Waw-way-se-cappo	Bird Tail Creek	Saulteaux	30	190	220	Hunting at Riding Mountain
The Gambler	Assiniboine River	do	50	90	140	do do
Cote	do	do	231	.....	231	
Ki-shi-kous	South of Pelly	do	50	109	159	Hunting in Duck Mountain.
The Key	North of Pelly	Bungay	30	168	198	do do and Porcupine Mountain.
Pheasant Rump	Moose Mountain	Assiniboine	30	160	130	Hunting Buffalo in Fort Walsh District.
Ocean Man	do	do	60	88	148	do do
White Bear	do	Saulteaux	20	157	177	do do
Chae-a-chas	Crooked Lakes		43	.....	43	
O' Soup	Round Lakes		34	331	365	Hunting, Fort Walsh District.
Mosquito	do		75	55	130	do in District.
Ka-pi-wis-ta-han			154	32	186	do do
Pasqua	Qu'Appelle		160	58	218	do do
Mus-cow-wee-pee-tung	do		40	126	166	do do
Little Black Bear	File Hills		32	28	60	do do
Star Blanket	do		31	19	50	Fishing do
O'Kanesse	do		23	17	40	do do
Pe-pe-ke-sis	do		23	29	52	do do
Day Star	Touchwood Hills		54	9	63	do do
Poor Man	do		81	70	151	do do
Gordon	do		120	64	184	do do
Hard Quill	do		40	117	157	do do
Yellow Quill	Nut Lake		250	7	257	do do
Little Child			.....	297	297	Hunting, Fort Walsh District.
O'Kanse			43	.....	43	
Pie-pot			.....	1,407	1,407	do do
Foremost Man			.....	428	428	do do
Stragglers			.....	403	403	do do
Beardy	Duck Lake		77	.....	77	
Cut Nose			60	38	98	Trapping.
One Arrow			50	43	93	do
Wm. Twatt	North of Prince Albert		100	39	139	do
John Smith	South do		125	57	182	do
Cha-kas-ta-pay-sin	do do		50	42	92	do
James Smith	Fort à la Corne		100	39	139	do

Mis-to-wa-sis	Snake Plains		175	50	225	do
Ah-ta-ca-coop	North of Carlton		180	8	188	do
Pe-te-yua-key	Muskeg Lake		90	106	196	do
Ke-pah-a-wa-ke-mus	Green Lake		15	48	63	Fishing.
Ke-ne-mo-tay	do		70	43	113	do
Red Pheasant	Eagle Hills		136	.....	136	
Mosquito	do		230	.....	230	
Strike Him	Battle River		90	25	115	do
Pondmaker	do		96	.....	96	
Moo-so-min	Jack Fish Creek		70	29	99	do
Thunder Child	do		30	155	185	do
See-kas-kootch	Onion Lake		105	3	108	do
Mak-kayo	Long Lake		66	2	68	do
Ne-po-kayo	Frog Lake		67	4	71	do
Pus-ke-agh-a-win	Goose Lake		15	.....	15	
Ke-hee-win	Moon Lake		114	49	163	do
Chipewayan	Angle Lake		115	.....	115	
Sweet Grass			5	.....	5	
Pie-a-sees	Lac la Biche		40	64	104	do
Little Hunter	Saddle Lake	Cree	.....	205	205	do
Pa-mo-tay-as-so			.....	47	47	do
Seenum	Whitefish Lake		200	80	280	do
Chipewayan	Heart's Lake		.....	100	100	Hunting.
Beaver Lake	Lac la Biche		.....	145	145	do
Michel	Sturgeon River		90	65	155	do and fishing.
Alexis	Stoney Lake		50	42	92	do do
Alexander	Lac la Nonne		100	76	176	do do
Pass-pass Chase	Edmonton		100	88	188	do do
Samson	Bear's Hill		50	113	163	do do
Ermineskin	do		50	82	132	do do
Bobtail	do		40	45	85	do do
Che-pos-ta-quan	Pigeon Lake		30	87	117	do do
Muddy Bull	do		25	34	59	do do
Stragglers, Carlton District			.....	49	49	Trapping in district.
do Battleford do			.....	205	205	Fishing do
do Victoria do			.....	21	21	do do
do Pigeon Lake			.....	89	89	do do
do do			.....	300	300	Hunting, Fort Walsh District.
do Buffalo Lake			.....	32	32	Fishing in district.
Little Pine			.....	785	785	Hunting, Fort Walsh District.
Lucky Man			.....	802	802	do do
Stragglers with Little Pine and Lucky Man			.....	891	891	do do
Stoneys	Morleyville	Stoney	610	.....	610	
Blackfeet	Blackfeet Crossing	Blackfeet	1,700	400	2,100	Hunting, Red Deer River.
Piegans	Old Man's River	do	960	.....	960	
Bloods	Belly River	do	3,000	640	3,640	do do
	Carried forward		10,990	10,656	21,646	

NUMBER of Indians in the North-West Territories, and their whereabouts, on the 31st December, 1881—*Continued.*

Name of Band.	Location of Reserve.	Tribe.	No. on Reserve.	No. being absent.	Total No. of Indians.	Whereabouts of Absentees.
	Brought forward		10,980	10,666	21,646	
Sarcees	Fish Creek	Blackfeet	479		479	
The-Man-that-took-the-Coat	Maple Creek	Assiniboine		278	278	Hunting buffalo, Fort Walsh District.
Long Lodge	do	do		123	123	do do
Poor Man	do	do		137	137	do do
Chic-ne-na-buis	do	do		286	286	do do
Duck Head Necklace	do	do		13	13	do do
Stragglers	do	do		74	74	do do
			11,459	11,577	23,036	
Big Bear	Non-treaty	Cree			624	Across the line.
Carlton Indians	do	do			350	In district.
					974	
Sioux	Bird Tail Creek and Assiniboine River	Sioux	500	500	1,000	Hunting in district.
Standing Buffalo	Qu'Appelle	do	200		200	
White Cap	South Branch	do	250		250	
Hostile Sioux at Wood Mountain		do		600	600	
			950	1,100	2,050	

ANALYSIS OF STATEMENT.

Indians at present on Reserves.

Treaty 4	1,704
do 6	3,006
do 7	6,749
Total	11,459

Absentees from Reserves.

Treaty 4	5,310
do 6	5,227
do 7	1,040
Total	11,577

Whereabouts of Absentees.

Treaty 4, Fort Walsh District	4,497
do In American Territory	2,000
do 6	4,040
do 7	1,040
Total	11,577

Treaty and Non-treaty Indians in Fort Walsh District.

Fort Walsh	700
Fishing Lakes	1,850
Foot of Mountain	920
Maple Creek	118
Across line	3,533
Total	7,121

INDIAN OFFICE,
WINNIPEG, 31st December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit herewith a Report of the condition of Indian Affairs within this Superintendency during the past year.

I am sorry to state that according to the reports received from time to time from the agents, great destitution prevailed among some of the bands in Treaties No. 3 and 5 last winter, caused by the failure of crops, which was owing to the high water, heavy rains and early frost, and that the prospect for the present winter is not as favorable as I would desire. I am informed by the agents that in Treaty 2 and at Portage La Prairie, a great many of the reserves have been flooded this past season, and the crops were destroyed. Mr. Agent Mackay informs me that during the great destitution among the Indians in his agency last winter, the Hudson's Bay Company issued rations to a great number of the Indians, thereby saving a great deal of suffering and possible death from starvation. There has been very little sickness reported to this office amongst the Indians of this Superintendency.

The progress in agricultural pursuits in some localities is encouraging; where they subsist chiefly by fishing and hunting they devote very little attention to farming. The amount of annuities paid this year to the several bands of Indians within this Superintendency was $53,686, of which $666 was for arrears, and $250 for commutation of annuities in accordance with section 12 of the Indian Act 1880-81. The number of annuitants paid was 51 chiefs, 157 councillors and 9,830 other Indians. The number of births during the past year has been 397, the number of deaths 297; 5 Indian women have received commutation of annuity in accordance with section 12 of the Indian Act 1880-81. During the past year, a number of half-breeds have applied to this office to be allowed to withdraw from the treaty, as provided for in section 14 of the Indian Act; two only have yet made the necessary refunds to this office.

All the supplies mentioned in the contract schedule of last spring were supplied by the Hudson's Bay Company on the date fixed, in good order and condition. The Indians were well pleased with the supplies furnished them this year. With regard to the survey of reserves, Mr. W. A. Austin, D.L.S., was engaged by your Department to complete the survey of reserves in Treaty 2, which he has done, arriving here on the 15th October last. Mr. A. H. Vaughan, D.L.S., has been also employed by your Department in completing the survey of reserves in Treaty 3, where he is at present engaged. The Indians express great satisfaction at having their reserves surveyed. There are several reserves in Treaty 5 which have not yet been surveyed, owing to a number of the Indians of the Pas, Cumberland and Che-ma-wah-win Bands being desirous to have their reserves in another locality.

The cattle to be supplied to the several bands of Indians in Treaty No. 3, who have not yet received their quota, will be supplied them this winter in accordance with your instruction. The Crane River Band, Treaty 2, have frequently applied for cattle, although not entitled to any by treaty stipulation (they being a fragment of another band). Your Department has been strongly recommended by Mr. Commissioner Dewdney, Mr. Inspector McColl, and myself, to supply this band with cattle, in consequence of their industry and in order to encourage them in husbandry.

The number of schools supported by your Department in this Superintendency is ten; other schools where Indian children are being taught are in operation, but no reports from them have been received at this office, they being wholly under the control of the Church Missionary Societies. There are a number of schools which will be opened during the coming season as soon as the Indians have built schoolhouses. I find it very difficult to secure the services of competent teachers for the schools in Treaties 3 and 5, owing to the difficulty of getting there, and the high prices charged for provisions, &c., and being cut off from any mail communication.

There has been a large amount of timber cut in trespass on reserves in Treaties 1 and 3, but measures have been taken which will eventually put a stop to this trespass, as the Agents have been instructed rigorously to prosecute all trespassers on Indian reserves, as provided in section 27 of the Indian Act.

I regret to inform you that illegal traffic in intoxicating liquors still continues to be carried on, although a great many persons have been brought before the authorities this year and fined, which shows that great vigilance has been exercised. The Agents have been instructed to prosecute all parties dealing in this illegal traffic, as provided by the Indian Act.

With regard to the work of this office, I find it is increasing every year, the amount of correspondence during the past year was as follows:—940 letters were received, and 1,059 despatched, the latter embracing 2,142 pages of foolscap; this does not include the Inspector's correspondence, nor copies of letters sent to your Department. The payment of annuities made this year to the several bands of Indians within ex-Agent Young's Agency, were satisfactorily made by Mr. Leveque, of this office, and in the absence of an agent being appointed for the Rosseau River Agency, Mr. Wright, also of this office, made the payment of annuities to that band.

The Agency, formerly presided over by Dr. Young, has been during the past year abolished, and Mr. A. M. Muckle has been appointed local agent and farm

instructor for the St. Peter's and Broken Head River Reserves bands; and Mr. Joseph Kent appointed local agent and farm instructor for the Fort Alexander and Black River Reserves.

I have to state that I have received very great assistance from my assistants, Messrs. Leveque and Wright, who at all times have been ready to perform any duties I have felt necessary to intrust to them.

I have the honor to be, Sir,

Your obedient servant,

JAS. F. GRAHAM,

Indian Superintendent.

MANITOBA SUPERINTENDENCY,
PORTAGE LA PRAIRIE AGENCY, 10th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to forward my Annual Report for the year ending 30th June, 1881. I would have sent it in sooner but not having received your circular and blank forms for tabular statement, as usual, I was under the impression that any time up to the end of the year would do.

The several bands of Indians under my charge, I am sorry to say, have made but little advancement in farming since my last Report.

The Long Plain band put down last spring thirty-six bushels of potatoes and some garden seeds, such as turnips, carrots and onions, and where the gardens were properly taken care of and kept clean, the crops looked very promising at the time I was making the payments of annuities in July last. This band suffered very severe losses from the effects of diseases so prevalent among horses in this country for the past year or two, they having only seven left out of some twenty or more they had last year. Very few of this band depend on the hunt. A number of the young men who are willing to work get employment from the time haying sets in until the threshing is over, at from one dollar to one dollar and twenty-five cents per day, and in the winter time get employment at cutting cordwood, thereby earning enough to keep themselves and families in pretty comfortable circumstances. This band is badly off for animals to do their necessary work with on the reserve; they have only two oxen and very indifferent ones at that, and the few horses they have left are very much reduced by disease. A number of them show a willingness to farm if they could get the ground made ready to put in seed; they have very little idea of how ploughing ought to be done or of keeping their implements in proper order, and implements in this country require more than usual care on account of the peculiar nature of the soil; they never think of bringing their plough irons to a blacksmith to have them sharpened unless the Government was to pay for it.

They put up a considerable amount of hay, and not having many cattle of their own, they bring it to town and sell it for a good price. It may seem strange that no wheat, barley or oats have been grown on the reserve. The reason is that when small pieces of grain are sown the black birds are so numerous they would destroy it all, hence none has been sown. If they were able to put in a large piece under wheat, say ten or fifteen acres, they would be able to protect it, and I am of the opinion the results would be encouraging; but unless they could get assistance in preparing the land they would be unable to do so with the animals they now have at their command. I am strongly impressed with the idea that if cattle were furnished, good results would follow, as, without doubt through time, all the Indians will have to depend on farming for their support.

Swan Lake Band, Yellow Quill, Chief.—This band planted thirty-six bushels of potatoes and some small seeds last spring; they changed work with some of their neighbors and got ploughing done. They are not on the reserve and declare they will never go there. It is one of the best reserves in the province for agricultural purposes. A number of them reside along the valley of the Assiniboine River and cultivate small gardens. Yellow Quill himself and some of his immediate relations farm on what are known as the Indian Gardens. He was in possession of this piece of land prior to any treaty having been made with them by the Government; it is situate on the school section 11 in township 9, range 9 west of the first principal meridian.

This band, with the exception of a few who remained in the settlements, make their living principally by hunting. They have no horned cattle, and they also suffered great loss by the disease among the horses, the chief alone losing seven head. There will have to be something done to compel this band to go to their reserve or give them a reserve adjoining the Long Plain Reserve west of it—there are no settlers in a large tract there, but the land is of very inferior quality, and if they could be induced by any means to go to their old reserve, I would not recommend giving them the land north of the river. They have built four new houses on the Indian Gardens and four on the north side of the river, thinking by so doing they are establishing their claim to the land. They persist in claiming the reserve, as it was originally granted to them on the south side of the river previous to the band having been divided into three parts in 1876. They are also agitating the reunion of the several bands again under one chief, but of course the other two bands would not hear of this as they are well content to remain as they are, besides the land claimed by them south of the river is all or nearly all taken up as homesteads and purchases and quite a number of settlers are living thereon, and in many instances the settlers are annoyed by the Indians taking timber, and unless they are given to understand they have no claim and can never be allowed to hold this as their reserve, it may lead to some trouble between them and the settlers. I have done all in my power to convince them of this, but to no effect.

The Sandy Bay Band, Nahwahchewaykahpone chief.—The members of this band are anxious to improve their condition by imitating the white man, but their reserve for the past few years has become more and more unfit for agricultural purposes; the water in the lake has risen within the past three or four years some four or five feet thereby inundating the whole country for miles around with the exceptions of here and there, a small patch of ground scarcely large enough to build a house on. They planted forty-two bushels of potatoes and a little Indian corn, and some garden seeds this spring. The potatoes and garden vegetables, at the time I was making the annuity payments on the 20th of July last, looked well considering the height of the water, but I afterwards was informed that the long continued high water materially injured the crop, and it did not come to much. The members of this band have quite a number of horses and horned cattle, and it was quite difficult for them to find land enough dry to cut hay on, many of them moved out with their effects to the settlements for the purpose of getting employment amongst the settlers. Should the water continue to rise in the same proportion that it has risen for a year or two, their reserve will be too wet to raise stock on as they could not cut any hay without going up to their knees in water. Should the seasons change again and become as dry as a few years ago, there could be no better place for stock raising and fishing. I have no means of finding out accurately the amount of fish and fur caught. Of late years they have caught but few fish, the seasons seem not to have been good for fishing, but they have made a great deal out of their furs, the Indians themselves have no correct idea of the amount caught. I get an approximate amount from the merchants with whom they trade. They cannot give me a correct statement of the number of children of school age; and, notwithstanding the strictness of the law in regard to selling liquor to Indians, I am sorry to say that Indian men and women can be seen drunk nearly every day in the week in the town of Portage La Prairie, and although

in many cases parties have been severely dealt with, still it seems to be no check to parties in breaking the law.

I have the honor to be, Sir,

Your obedient servant,

FRANCIS OGLETREE,

Indian Agent.

PROVINCE OF MANITOBA,
ST. PETER'S AND BROKEN HEAD RIVER AGENCY,
CLANDEBOYE, 23rd September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following Report, together with tabular statement of the Indian bands in my Agency.

I have since my appointment spent a great deal of my time in visiting from house to house making myself acquainted with the Indians on the reservations under my charge.

The tabular statement contains as exact as possible an inventory of all I found on the reserves. In regard to the number of persons, I have given only those who live on the reserves, the balance who are on the pay sheets only appearing there to draw their annuities.

Fully 200 belonging to St. Peters, and over 300 of the Heathen band at Broken Head River have never lived on the reservations, but live scattered along the Red River, even as far up as Pembina, and I believe quite a number of the Heathen band live at Reed Lake in the south-eastern part of the Province, and of these I have made no statistics on the tabular statement enclosed, as I have no other basis to work on.

ST. PETER'S BAND.

The crops this year compare favorably with the last two years; but on account of the wet spring and poverty of their oxen, a good many of their fields were not farmed.

The hay especially is fine, and a large amount has been put up.

The high water from Lake Winnipeg has retarded the farming operations of those living in the northern part of the reserve, and hundreds of acres of hay land, used by them formerly, has been entirely submerged; the water being several feet higher than it has ever been.

After careful enquiry, I find that fourteen animals given by the Government have been made away with. The total number of Government cattle still on the reserve being twenty-four.

The Indians turned out in June to a man, to do statute labor, and did a large amount of work, widening the roads through the woods, and repairing the bridges on the public highway.

The chief and council seeing the value of municipal laws, in the surrounding counties, have adopted several, viz.: establishment of pounds, dog, thistle and statute labor, and show a disposition to follow the example of their white brothers.

The Indians still have a grievance in regard to the legal tenure of land bought by whites and other non-treaty people within the reserve, and the chief decidedly objects to non-treaty children attending the Government school.

There are four schools on this reserve; the new Government one was opened this summer, and is most efficiently presided over by Rev. Mr. Cochrane; two others are ably conducted by the Ven. Archdeacon Cowley and Henry W. Prince (son of chief) in connection with the Church Missionary Society.

A school was also taught by Father Allard for a short time last spring, but he he has been away most of the summer, and in consequence the school has been closed. I believe he intends to open it again in the winter.

BROKEN HEAD RIVER.

The only crops raised are potatoes, barley, corn and garden stuff, and on account of the dry summer the returns are below the average.

Several of this band who live near the mouth of the river had their crops completely destroyed by the high water from Lake Winnipeg, and some of them are going to move their houses further up the river where the land is higher.

There has been a good deal more hay made than they require, and they expect to sell their surplus to lumbermen at Fort Alexander next winter. But as their meadows are low lands lying near the lake, there is always a chance of heavy storms in the fall of the year; but this year they have taken extra precautions and have built their hay on stages, and I hope it will escape.

Nasekepenais, the chief of the Heathen band, is setting his people a good example in regard to farming; he is staying steadily on the reserve and working hard; also an Indian called Eningo who did all the ploughing last spring.

So far only eight families have settled on the reserve belonging to the Heathen band, and it will be very difficult to get the balance to settle there, as it is not their home, and they do not like the place, having lived all their lives on the prairie, this reservation being all wood where it is not swamp.

The relationships in this band are very complicated, for a man may have a wife and four children to-day and neither wife nor children to-morrow, having, as they say, thrown them away; and he may the next day have another wife who may have from one to ten children, and on this account there are quite a number who cannot tell the number of their own families.

I have the honor to be, Sir,

Your obedient servant,

A. M. MUCKLE,

Indian Agent.

TREATY No. 1.

No report from Jos. Kent.

MANITOBA, TREATY No. 2.
MANITOBA VILLAGE, INDIAN AGENCY,
21st September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I compliance with instructions contained in the circular, dated Winnipeg, 3rd September, 1881, from Mr. Indian Superintendent James F. Graham, I have the honor to transmit my Report on the Indians, Treaty No. 2, under my charge, and also my tabular statement. It is not so complete as I could have wished, as the dates fixed for my visit to the several reserves did not admit of time for a thorough inspection on my part.

LAKE MANITOBA.

Since my visit in July, 1880, I am sorry to say I can see little or no improvement n this band. Some of them in the reserve did make an effort at farming, but owing

to the rise of Lake Manitoba their crops have been almost completely destroyed. Their crops of potatoes were also destroyed last fall by the same cause, viz.: the rise of water. The Indians on all the reserves tell me that they have never seen the water of the lake so high as at this present season. They report to me that the only dry ground to be found is on ridges, and if the water does not fall the prospects for farming next year are indeed small. Some of the Indians of this band are still residing outside the reserve, causing a great deal of dissatisfaction, as I had the honor to remark in my Report last year.

A petition, signed by some of the non-resident members, was presented to me applying for a change of reserve, but the chief councillors and the majority are in favor of their present reserve.

EBB AND FLOW LAKE.

Part of this reserve has been flooded and principally on the farming plots. Several members of the band seeing the prospects of high water did not farm at all, and those of them who did have lost nearly all, and it is very doubtful whether they will reap a quarter of what they have sown; the balance of seed grain not sown has been stored away for next year's use. It is quite pitiable to see the water coming in at the doors of their houses; it is not to be wondered at that they have expressed themselves as discouraged. They expressed themselves as being quite satisfied at the change completed this season by the Dominion Land Surveyor on their reserve by order of the Department. They suffered a loss in cattle, owing to the poorness of hay, caused by high water; though the supply was plentiful the cattle refused to eat it. I am sorry to state that the schoolhouse is surrounded by water, and has fallen into a state of complete disrepair; the band informed me that they would erect a new one if the Government would again give them help. Several of the children in this band were unwell, hooping cough being in most cases the ailment.

FAIRFORD.

Those of this band residing in the Upper Village of the reserve are very successful in their farming pursuits; the banks of the river being very high have prevented the land from being flooded, and the crops in this locality are, altogether, all that could be desired. They request that by-laws should be made for them to enable them to protect their properties from the depredations of cattle, and from the members of the band.

Those residing in the lower village are partly flooded and their crops are almost entirely under water, several of them were obliged to go back quite a distance to get ground for planting potato patches.

The school in this reserve is kept regularly with favorable results.

The band express themselves desirous of obtaining an alteration in the reserve in order to get hay meadows in the reserve; they also beg that this be granted this year. While making the payments here I was informed that some of the Indians had purchased from a trader medicine which proved to be injurious to them. On enquiring into the case I found that the trader was not guilty of wilfully selling the article with any intention of doing harm, but on perceiving its effect he had stopped the sale of it.

To prevent further harm, I secured the remainder of the medicine, which, if used in proper quantity, would not be injurious.

The chief and his first councillor, John Thompson, stated to me that Mr. McColl, Inspector of Indian Agencies, when inspecting the Fairford Reserve last year, had promised them a chest of tools. On remarking that there must have been some misrepresentation, they positively affirmed that he had promised that the chest of tools would be given them this year. They are, in consequence, expecting it.

The health of this band, as a rule, is good, there being only two cases requiring attention, one a child suffering from polypus in the nostril, and the other a young woman suffering from fits.

LAKE ST. MARTIN.

The members of this band have been obliged to leave their houses, as they were flooded out of them.

They farmed on an island and on land outside the reserve, as they state that their own farms in the reserve are under water.

They expressed to me this year that they do not wish to have the alteration in the reserve which they have already applied for, viz.:—"Their reserve is desired to be extended on the western shore of the lake," but instead, they want to have the land on both sides of Lake St. Martin Narrows for the purpose of commanding the fisheries. In that case the other reserves would be completely at their merov in fishing seasons The bands of the other reserves object to this being granted to the Lake St Martin Band of Indians, but hope that the Government will reserve one side of the Narrows of Lake St. Martin for fisheries for Indians in general.

The chief and band say they are willing so give up whatever amount of land may be required surrounding the school house, providing the Government is willing to purchase the same. On inspecting the school house I found it entirely surrounded by water, and part of the roof about the chimney in bad condition. I found this band in a bad state, all their houses being flooded, they are at present living in birch tents confined on a narrow strip of dry land, and appeared to be in rather a dirty condition. There was some sickness prevailing among this band, two cases being desirous of receiving medical treatment in the hospital, one suffering from abscesses, and the other having lost all power of sense, being quite helpless.

LITTLE SASKATCHEWAN.

The survey of this reserve had just been completed a few days previous to the payments, the Indians were in consequence quite pleased and asked me to tender their thanks to the Government for the same, and also expressed their satisfaction that they had been granted the spot they had themselves preferred. It is quite a desirable spot, situated on Sandy Bay, Lake St. Martin. The chief, on behalf of the band, authorizes me to state that for the better government of his band he would be pleased to have the two councillors—deposed in July, 1880, and, by an order of the Department, re-instated this season—again deposed and their successors appointed in their stead. He states that the two in power are of no use to him as they are constantly absent from the reserve, in fact are residing out of the reserve, and are only a source of bad example to the members of the band in general.

I was sorry to find, on inspecting the cattle, that the bull had been badly cut on the right shoulder, having run against a scythe which had been left upon the ground by the neglect of one of the band.

The chief and the band expressed themselves as being desirous of having by-laws for the better government of the band.

CRANE RIVER.

This little band is indeed an example, they are most industrious and appear to be anxious for improvement. The implements furnished them in 1880 they were unable to use, having no oxen, but to prove their anxiety to get on, four of them at a time got into harness and ploughed about two acres. They have built two very nice stables and put up (30) thirty loads of hay last fall, in expectation of their getting cattle. They will cut some hay again this summer for the same purpose.

They raised over 700 bushels of potatoes last autumn, and they expect to have a very much larger yield this year.

They express themselves very anxious for the Department to give them a yoke of working oxen, and have great hopes their wish will be granted; and I may remark that I do not know a band more deserving of success. They have also hewn logs for a school house, but are unable to haul them as they have not the wherewith to do so.

They have stored away the seed barley they received this spring for next year's use.

WATER HEN RIVER.

This band has not made much progress in farming this year owing to high water. They have nearly completed their school house, and are very grateful for the assistance they obtained from Government towards the erection of it, but they would indeed be pleased if they could be further assisted in order to finish and furnish it.

I have inspected this school house, which is built of good large spruce logs, the dimensions inside are 33 x 25 feet wide; ceiling, 10 feet high, and at present only just commenced; one large chimney in the back centre, one strong wide door, one window at present, but the building is large enough to admit of three more, a very good floor of spruce boards, roofed with good spruce rails, but not as yet thatched, the building is plastered inside and outside and is erected on a high ridge.

The chief and a few followers wish to have an alteration in the reserve, but the majority of the band object and state they prefer to keep the original reserve; they are quite satisfied with their present reserve.

Here again the Indians inform me, that Mr. McColl had also promised them a chest of tools.

It was here reported that a child had been poisoned by some unknown party, I thoroughly investigated the case, but was unsuccessful in finding the guilty party; the band were desirous that an example should be made as they are living in terror of their lives. The child appeared to be suffering a great deal, his eyes being distorted, his face and body greatly swollen, and one side paralysed. I am now informed that the child has died from the effect of the poison.

This band is also desirous of having by-laws to protect themselves, properties and cattle.

DUCK BAY.

I found the Indians here have been very unfortunate during the past winter, owing to high water, the hay being very poor the cattle died in numbers, one man alone lost fifteen head.

The reserve is situated on three islands, which are well timbered, mostly of tamarac and large spruce. There is no hay ground on the reserve, and for this reason they wish to exchange the present reserve for a more suitable spot for hay and farming purposes. They have selected a piece of land situated on the mainland from Poplar Point, on Lake Winnipegoosis, which they state would be more profitable for them for hay and fish, but above all for farming purposes.

According to instructions, I reinstated the councillor Joseph Beauchamp, deposed last year at the request of the band. A petition was presented to me signed by several members of the band, again asking for his dismissal.

Complaints have been made to me by some Indians, that the Little Saskatchewan and Lake St. Martin Indians wilfully destroy the whitefish at the lower mouth of the Little Saskatchewan River, the whitefish begin passing up the river by the end of August, and as soon as they make their appearance the Indians begin spearing them and otherwise destroying them; they leave them in quantities spoiling on the beach.

The provisions and gifts were delivered at the different reserves on the day appointed, in good order and condition, to the satisfaction of the Indians.

I have the honor to be, Sir,

Your most obedient servant,

H. MARTINEAU,

Indian Agent.

SIOUX RESERVE,
BIRD'S TAIL CREEK,
MANITOBA, 27th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report that the Sioux at this reserve have harvested the largest crop they have ever had, the season having been particularly favorable for Indian corn, which they prefer to wheat, as they obtain a much larger quantity of food from the same space of ground, the absence of a grist-mill also making wheat culture unprofitable. Potatoes also are a good crop, other vegetables being fairly good; very little new ground has been broken this year as the Sioux find it more profitable to hire out, and most of the able bodied men are on surveys or working for settlers at about $25 per month and their board. It is impossible to make great improvement on the reserve, when such wages can be obtained, however, several neat houses are going up, and all the people are contented; great difficulty has been found in securing enough hay for the cattle as the river was out all summer, enough has, however, I think, been obtained for the purpose. A great improvement in the size of this year's calves is apparent, caused by the offer of a prize for the best calf. With the exception of a little assistance to a few aged and sick Indians, a little seed grain occasionally, some garden seeds, and a few implements, these Indians will in future be self-supporting. The Sioux along the river outside the reserves have also built several neat houses, and are getting along fairly well, earning a good deal of money by cutting wood for the boats. At Oak River the high water destroyed a good deal of the crops on the flats, but on the whole the crops are good. All these people can obtain constant work at high wages, the Canadian Pacific Railway passing close to their reserve. They are building houses, but the absence of suitable timber for the purpose prevents good houses being built. This band will also, in future, be self-supporting with the exception of the sick. They require seed and implements.

The band at Oak Lake are improving, most of this band will require seed next spring, as they have not grown sufficient for their wants as yet, but the band are in a position to earn plenty of money, as the country round them is nearly all taken up, and affords plenty of summer work, and in the winter they can catch a qauntity of fish for which they have a ready sale.

The bands at the Portage, Gladstone, &c., are costing the Government nothing, and I hear some of them received as high as $2.50 per day working in the harvest. The small band at Turtle Mountain are also quite self sustaining.

All these bands appear to agree with their white neighbors, as I have been called upon to settle very few disputes, and none of my Indians have been imprisoned during the year.

The band of Salteaux under my charge at Riding Mountain are doing very well, receiving no rations, &c. from the Government; a little seed and implements, with occasional relief to the sick, is all the assistance they are getting. There is still a good deal of consumption in this band, and several of the best workers are ill at present.

Half of Treaty No. 4 having been placed under my charge, I shall be unable to visit these reserves as often as I have been accustomed to do, but I think they are far enough advanced to require only occasional supervision.

I have the honor to be, Sir,

Your obedient servant,

L. W. HERCHMER,

Indian Agent.

COUTCHEECHING AGENCY,
RAINY LAKE, KEEWATIN,
30th August, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit the following Report on Indians, Treaty No. 3, under my charge, and also tabular statement.

I am sorry to say, that since my last Report, the Indians of this Agency have only made slight improvements in cultivating the soil, partly owing to scarcity of provisions in spring.

The seven bands on the Rainy River lost a great part of their seed potatoes, and they were supplied with 55 bushels by the Department, and an assortment of garden seeds, and in July their fields had a good appearance; but as they leave their reserves to go to the rice fields, the cattle have broken into some of their fields and destroyed their corn.

The four bands on Rainy Lake also lost almost all their potatoes, and 80 bushels was supplied to them by the Department, for seed. They were not prepared to put in any grain, owing to the want of provisions. Mickiseese and his band slaughtered one bull and two cows last winter, for the want of hay. The band at Nickickoosemi-nican also lost one ox, and Gahay, one bull, owing to scarcity of hay, and on the part of Gahay by neglect in allowing the bull to run at large most part of the winter.

The Wabegon and Eagle Lakes Band have enlarged their fields and planted a larger quantity of potatoes, and the chief of Wabegon has promised better behavior; and as the railroad is now finished at Wabegon the whiskey peddlers will not have any inducement to bring liquor to that vicinity.

The Indians of Lac Seul have put up the frame of a schoolhouse, and I have made arrangements with the Hudson's Bay Company at Lac Seul to complete the building for the sum of $100, and the Indians have requested a teacher who can speak their language.

The Church Missionary Society have placed a clergyman at this place, and I was pleased to see the large attendance of Indians at the service. These Indians always raise enough potatoes to last them during the winter. They also sowed the wheat and barley sent them in spring and they were cutting the latter on 1st August. On my visit to Lac Seul to make the annual payments, I requested the Rev. J. Irvine to vaccinate these Indians. Most of the vaccinations last year were successful.

The part of the Mattawan band residing at Assubascusewecan lost most of their seed potatoes, and they have requested 20 bushels for seed next spring, and also, barley and corn. At a council which I held with this band, at Mattawan, on 26th July, I pointed out to them the inconvenience of part of the band residing at Mattawan and part 35 miles below, but they say that they have their houses and gardens at the latter place, and it has been their home for years, and they wish to have their share of the reserve at that place.

I have not yet heard of any preparations being made to survey the reserves of Lac Seul, Mattawan, Assubascusewecan or Eagle Lake, and the Indians are very anxious that these Reserves should be surveyed without delay.

The supplies of ammunition, twine, tea, tobacco, bacon and flour were of good quality, and were delivered at the stated dates and places.

I have the honor to be, Sir.

Your obedient servant,

R. J. H. PITHER,
Indian Agent.

ASSABASKASHING AGENCY,
LAKE OF THE WOODS,
24th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit the following Report, in duplicate, on Indians under my charge for your information, and also tabular statements in duplicate, for the year ending 30th June, 1881.

The past winter proved to be a very severe winter for the Indians all through my Agency in the way of food, caused by failures in the different means of subsistence the Indians generally depended on: The potatoe and corn crops were pretty good, but they suffered the long duration of heavy rains at the harvest time. A good number of the Indians lost their crops by waiting for fair weather to harvest them, and at last had to leave them where they grew, and those that harvested their crops in wet weather fared no better; they had to secure them for the winter without being dried, and, in consequence nearly everything was destroyed by frost and rot. The rice crop failed also on account of high water; the fisheries were not so productive as in former years and the great dependence of most of the Indians—the rabbit—failed also.

When I foresaw that the Indians would be in want, I applied for assistance to Mr. Indian Superintendent Graham, who kindly allowed me to make use of the provisions lying in store at this place for destitute Indians, and also of the seed grain that has been lying here for five or six years, and with these supplies I fed those that were within my reach, but those that were out of my reach had no other help to go to but the Hudson's Bay Company, whose officials kindly supplied them on credit as much provisions as would save them from perishing.

The Islington Band of Indians were so hard up for food during the winter that I had to use as food the seed grain that was supplied the year before, and which reached them too late for sowing that year; in consequence they have had no seed grain to sow this year, and a great deal of cultivated land is lying idle.

The potatoes planted, as well as the Indian corn, this season is not so large as it was intended to be, caused by the seeds being destroyed, as stated before. The 300 bushels of seed potatoes that was supplied by the Department was a great help, but did not cover all the cultivated land, so a great deal of cultivated land lies idle. When I made my requisition for the 300 bushels of seed potatoes that was supplied, it was not then known that so much of the seed potatoes the Indians had in pits would be destroyed or else more would have been requested.

The hay crop was also a failure to almost all the bands on account of high water, in consequence the Indians had a good deal of trouble to save their cattle from perishing. The Islington Band received some help; they were supplied from the Department six tons of hay, but for all that they lost twelve head; the Shoal Lake Band, Shessheegeuse, lost five head—this left them without a cow; Rat Portage Band, three head; Pawahwassin, five head; Maitumeequan, Minwabauwaiskung and Kayawnwa, one head each. Minwabauwaiskung, Chief of the Big Island Band, to save his cattle took some hay belonging to H. McDonald and party which they had left there for the winter. The Indians offered to replace the same quantity they had taken, but the owners of the hay did not want hay, they want cash for it. They have given me an account of their charges for the hay, and one for the same to Mr. Inspector McColl, and the two accounts are not the same in their charges; in the account I received the charge is $25 per ton, and the one given to Mr. McColl, $50. The Indians have not the means to pay such high charges; they could easily return the hay, otherwise they will never be able to pay.

Since my last report there has been no sickness other than what is common among the Indians.

Some timber has been cut without license from Indian reservations during the winter, namely: upwards of 200,000 feet was cut from Whitefish Bay Reserve by

Mr. Macaulay's employés; and at Turtle Portage* 68 trees were cut down by Mr. Macaulay's employés also; and at Rat Portage Reserve, 38 B., Mr. John Mather's employés culled timber from it, but it is not known yet what quantity. In Mr. Macaulay's trespass I cannot say whether this has been settled or not. He is now towing the timber from where the logs are boomed.

I am sorry to have to say that the crops of all descriptions have a poor appearance on account of want of rain in the first part of the summer, and another great evil, the potatoe bugs have made their appearance in strong force, causing great destruction to the potatoes.

With regard to the intoxicating liquor traffic, instead of diminishing it is getting worse.

I have the honor to be, Sir,

Your obedient servant,

G. McPHERSON,

Indian Agent.

TREATY No. 3, KEEWATIN,
SAVANNE AGENCY,
27th September, 1881.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following Report, together with tabular statement containing statistics, of the four Indian bands in my Agency.

LAC DES MILLE LACS BAND—CHIEF BIG PIERRE.

This band has cleared several small patches of land and planted potatoes and garden seeds and succeeded in raising about ninety bushels of potatoes. The chief complains of his band being scattered and not living but a short time of the year on the reserve, and being therefore, of little assistance to him in cultivating the land. They have no cattle, those furnished having died from starvation and poor attention. They have decided to wait for the balance due them till they have more hay and pasture land. They wish to receive their annuity as formerly at Savanne. There is a decrease of twenty-four in this band—nine deaths and the balance being Robinson Treaty Indians.

KAWAWIAGAMOT BAND—CHIEF KAYBAIGON.

This very small band has done very little in the way of cultivating their land, only having raised about nineteen bushels of potatoes. It will be some time before they make much improvement. They are too near the American Indians and are greatly in the habit of gambling. Their reserve is the best of the four for game and fish. They kill more deer than any of the others. They were furnished with implements and tools in May last, and I hope for some improvement among them. They are not prepared to receive their cattle yet. They wish to receive their annuity at Savanne as formerly. There was only one death during the year.

LAC LA CROIX—CHIEF BLACKSTONE.

During the past year this band has made considerable progress in clearing and fencing their lands. They raised 110 bushels of potatoes and 2 bushels of corn. They have one ox and he is well taken care of. The chief takes good care of the imple-

* From Reserve C 35.

ments and tools that have been furnished them, having a building purposely to store them in. He and his councillors complain of the band being unable to remain on the reserve during the spring and summer months, owing to the scarcity of fish and game. They were furnished with implements and tools in May last. They wish to receive their annuity on their reserve next year. There is a decrease of 23—7 by death and the balance not belonging to the band.

RIVER LA SEINE BAND—CHIEF RAT MACKAY.

This band is the most industrious of the four and the members anxious to cultivate their lands. They raised 207 bushels of potatoes, 8½ bushels corn, 1¾ bushels beets, and 4 tons hay. They wish to receive an early kind of corn for seed next year. They have been furnished with implements, potatoes for seed, and garden seeds. They insist on having their cattle delivered on the reserve, and wish their annuity to be paid them there next year, and to be vaccinated at the time of payment. Only one death in the band during the year and an increase of eight.

I have the honor to be, Sir,

Your obedient servant,

JOHN McINTYRE,

Indian Agent.

TREATY No. 4.

No report from Lieut.-Col. McDonald.

TREATY No. 4.

No report from E. Allen, Mr. Allen's services having been dispensed with the 30th of June, 1881.

GRAND RAPIDS, N.W.T.,
TREATY No. 5,
6th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit, with the accompanying tabular statement, the following Report on Indian affairs in Treaty No. 5.

The Indians residing on the Lower Saskatchewan, in the vicinity of Cumberland, Birch River, Pas Mountain, Pas, Che-mah-wha-win and Grand Rapids suffered greatly from want of food during the last winter and spring. This was caused by the flooding of the Saskatchewan River and adjacent lakes, from the Thobau Rapids to the Cedar Lake, causing a failure of the fisheries; a heavy rain, together with a severe frost, in the month of August, destroying a great portion of the potatoe crops; also, the early setting in of winter, causing the flight of the wild fowls from this part of the country much sooner than usual. Many of these Indians pay little or no attention to farming, and make no preparation for winter. Fishing is now very uncertain in many parts of this district. They generally plant a few bushels of potatoes, together with a small variety of other vegetable seeds; but their harvest, though of very great assistance during fall and the commencement of winter, is entirely inadequate to their wants, and long before the winter is over they are generally quite destitute of provisions. The great majority of these Indians are very improvident, and

consequently suffer more or less for want of food every winter, but more so during the last winter for the reasons already given; also, on account of the disappearance from the District of all fur-bearing animals. Apart from the little assistance that I was—for the first time—unavoidably obliged to render some of these Indians, the Hudson's Bay Company also were necessarily—in order to save life—compelled to issue rations to a great number in this Treaty, otherwise there would have been a great deal more of suffering and doubtless death from starvation among these poor people. There is one trait in the character of these Indians that cannot be too highly praised, for, although suffering for want of food and other privations, a case of stealing or robbery is rarely ever heard of.

In every band, excepting Grand Rapids, there are a certain number of helpless old persons, widows and orphan children, who have no relations nor friends to help them, and who in time of scarcity suffer very much, many of whom, no doubt, would have perished during the hard times last winter, had it not been for the aid they received from the Hudson's Bay Company, as the means at my disposal were quite inadequate to the demand.

There are a number of the Cumberland and Pas Bands who are anxious to leave their reserves and be allowed to go up the Saskatchewan River, to some place in the vicinity of Fort à la Corne, where the land is better adapted for farming purposes than where they at present live.

The rapid failure of the fisheries and hunt, in this part of the Treaty, is alarming these Indians, and compelling them to leave their old hunting grounds, they assert that, unless the Department allows them to go to better farming lands, they will be obliged to look to the Government for food in the future, as it is impossible to make a living by farming where they are at present, on account of the low, swampy and stony nature of the country.

I find that very little improvement has been made this year in farming, clearing or breaking of new land. At Jackfish Head the Indians are doing very well in the way of building houses for themselves and in breaking and clearing new land, and improving their potatoe gardens. Their crops are looking well, but with the exception of a few bushels of potatoes planted at Loon Straits and Hollow-water River, very little interest is taken by the island bands in farming. The Fisher River Band have helped to build themselves a church this summer, and have made some improvements on their reserve. Their potatoe gardens are looking very well, with a fair prospect of a good return for this fall. With the exception of a few additional buildings put up, the Berens River Band have made very little, if any, improvements on their reserve during the last year, their small potatoe gardens are a partial failure this season. Many of the Grand Rapids Band depending on the Government supplies, which they saw and knew were stored at that place, made no provision for the winter. The chief with a number of other Indians even going to the extent of neglecting to dig up their potatoes out of the ground last fall, and allowed them to freeze in the earth, consequently many of them suffered greatly for want of food during the winter and spring. If provident enough, the Indians at this reserve should never starve as the river and lake is swarming with a variety of good fish from the month of May till late in the fall, the month of July excepted, and with either gaff, hook, scoop-net, seine, or net, a person with very little effort or experience may get hundreds of good fish in one day. The failure of the fall fishing at Norway House caused an unusual scarcity in that band last winter, but luckily they had again stored away quite a quantity of provisions given to them at the time of annuity payments, together with an unusual good hunt of deer, enabled them to tide over the hard times last winter without serious suffering for want of food.

The island bands desire that their reserves be surveyed as soon as possible at Jackfish Head, Blood Iron River, Loon Straits and Hollow-water River. At Berens River the band is complaining that the place of their reserve was laid out in a manner contrary to their wishes, for that the south line thereof was made to run for about one mile along the bank of the river, then finally crossing diagonally over to the north shore, thus excluding them from the best woodlands and also, from a great part of

the south and north banks of the river. They request that this error be corrected, and that a survey be made at Grand Rapids (B. R.) for the part of that band who live there, and that a hay reserve be granted to the band at Pigeon River, commencing at the mouth of that river and running up along the north side for three miles by half a mile wide. The Norway House Band ask that a reserve be granted to the two portions of the band living, one, on the Norway and Jack Rivers, and the other at Yorkville, as they have always lived there, that their houses and gardens, together with all the improvements that they possess, are at these different places, and that it would be a hardship to them did the Department refuse to grant their request. There are twenty-five families living on the Norway and Jack Rivers, and twenty-three at Yorkville. I am informed that at Cross Lake the reserve is surveyed, and the Indians are apparently satisfied with it. The Pas and Cumberland Bands do not want their reserves surveyed this year, as a number of them are desirous of leaving these places, if allowed by the Department to do so. I am informed that at Moose Lake the reserve is surveyed.

The Fisher River and Norway House Bands take very good care of their cattle. At the former place they have raised seven young animals from the three cows supplied by the Department. One cow died the winter that they were received; they desire that this one be replaced and an extra yoke of oxen be granted to them. The Norway House band have raised one young animal from the two cows supplied by the Department. They request that they be allowed two more cows and a bull. Through neglect and mismanagement, the fine lot of cattle supplied by the Department to the Grand Rapids Band was allowed to starve to death and perish in the swamps, until only one cow and one ox remained alive out of the seven received two years ago. With the exception of one cow and one ox, which was allowed by the Island band to the Jackfish Head Indians, the rest have been killed and allowed to perish in the lake. Unfortunately for them, the ox granted to the Jackfish Head councillor, died of some disease, last summer, they request that the Government replace this animal. The Moose Lake chief killed one cow and the bull, last winter; one cow was allowed to starve to death. There is now only two oxen and one cow alive out of the seven supplied to the band. There are only two cows and one ox alive at the Cumberland Reserve; one cow and the bull died shortly after they received them in 1880. The band request that these be replaced by the Department. At the Pas they have still one bull, two cows and one ox. Last spring, one ox perished while attempting to swim from one reserve to another. Two cows died in the winter of 1880, one from the effects of fatigue on trip from La Corne. The Indians ask that these animals be replaced by the Government.

Many of the bands expressed great dissatisfaction on account of the change in the dates of annuity payments this year, they maintain that they are now obliged to wait for a long time after the date fixed for payments, as it is impossible for the agent to make payments and travel from one reserve to another in the time as at present allowed, that they are now obliged to spend a great portion of their treaty money, in purchasing food for themselves and families, while thus waiting for the uncertain arrival of the Indian Agent, that it is the cause of preventing traders from following the annuity payments, and that there is now no opposition in trade, consequently, the Indians are obliged to pay high prices for the goods they purchase; they therefore ask that the dates of payments be so changed that sufficient time be allowed for travelling from one reserve to another, so that the payments be made to each band at the date specified.

They request that some food be supplied to aged, sick and destitute Indians at each reserve.

They also represent that the tools and implements supplied to them are now all but used up; and ask that the Department grant them more grub-hoes and axes, and supply them with some pitchforks, mattocks, wrenches, groving-picks and sickles.

In Cumberland district the Indians made a very poor hunt in furs during the last winter, consequently they are very poorly supplied with ammunition, net, thread and clothing.

An attempt was made by the Indians, in sowing a little wheat and barley, this year, at Fisher River, Norway House, the Pas and Cumberland. In some places it grew well enough, and was about ripe when I saw it. They ask for more wheat and barley for seed.

The supplies and presents to the Indians were delivered by the contractors, and received at each reserve in good order, and everything of good quality, and satisfactory, excepting the tobacco, which was not very well liked by the Indians.

The Pas and Cumberland bands express their gratitude for the assistance rendered to them by the Department during the time of starvation last winter.

I have the honor to be, Sir,

Your obedient servant,

A. MACKAY,

Indian Agent.

TREATY No. 6.

NORTH-WEST TERRITORIES,
INDIAN OFFICE, BATTLEFORD,
7th November, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to enclose tabular statement for the year ending 30th June last. As previously reported, I took over charge of this Agency in the early part of May, consequently the information contained in it has been gleaned not so much from personal knowledge as from the evidence of others, during the two months prior to the expiration of the term covered by it.

As to the condition of the Agency at the period of taking charge, the spring's work performed, land under cultivation, state of implements, &c., &c., my Report dated 9th July, I think fully shows.

The Indians on my arrival were found in rather an unsettled state—owing no doubt to their nomadic habits and finding the monotony of life on a reserve irksome, besides entertaining a strong desire to witness how matters stood to the south of them; they could not be led to the belief that a living could not still be had by traversing their old hunting grounds, of which apparently they oftimes dreamt. Surely, they urged, all the buffalo are not extinct; and, as is always the case on being denied their demands for supplies, stating the Supreme Being would care for them in their trials, even though no exertion were made on their parts. Most extravagant were the demands made upon me as their new Agent, but finding them fruitless, their ultimatum—if an Indian ever can be said to possess such—was that they should be fed without the labor of having to till the soil; otherwise a general exodus would be the result, taking with them all the cattle provided by Government, to be killed as required for food in their wanderings over the plains. By withholding any assistance whatsoever, except to those who were willing to work, I managed to retain some on each reserve except that of Chief Pondmaker, but they were in a constant state of disquietude. This chief was the moving spirit, and is a man possessing talents far beyond the ordinary, combining the characteristic craftiness of the Indian with the sound judgment of the white man, who, if ever prevailed upon to permanently abandon a roving life, will become an example to others and earn for himself an independence unpossessed by many. All manner of false reports were circulated by those determined to leave in order to influence the more quietly disposed, and the Indian mind is only too prone to credit anything adverse to the well-meaning of the whites. Among others, a messenger appeared hot-footed on one of the reserves early one morning, with the assurance that a large body of soldiers had

arrived but a few marches distant, with the full intent of making all the Indians prisoners and become the perpetrators of a second Sabine affair. The effect was magical, for the Instructor on going to the reserve found horses being brought in, carts repaired, tepees packed, and everything a perfect bee-hive of preparation for a second Hegira, and it required all one's argumentative powers and positive assurances, co-mingled with a cup of tea and the fumes of tobacco, to arrest their departure. An effort was made both in the vicinity of Battleford and Pitt to decoy their cattle away, but owing to the implicit obedience of instructions on the part of certain Instructors, more particularly concerned, whose conduct cannot be too strongly commended, and by the showing of a bold front, I am happy to relate wiser counsels prevailed among the disaffected.

The Indian mind is fast becoming alive to the fact that it is but by a tillage of the soil that a livelihood can be made in the absence of buffalo, and in this vicinity they have noble examples set them by the surrounding farmers, who are fast metamorphosing large sections of the fine prairie to be found in the locality into some of the handsomest farms in the country and from limited means at the outstart becoming rapidly independent.

Although at the outset, numbers by their energy give every promise, which is fondly looked for by those in charge, that ere long they will become free from the dependence upon public aid, yet, owing to that inherent, restless disposition of which they are possessed, a change of scene either to another reserve or in search of game, and that at times when their presence is particularly required on their fields, must take place, and consequently, for a time at least, one's fondest hopes are frustrated.

As much as possible this changing of reserve is discountenanced even to the non-issue of provisions to the rovers, and in some instances to those friends who harbor them; but it is characteristic of an Indian to share to the last degree with one in need, so that a double battle has to be fought. So far does this trait in an Indian's character carry him that on one reserve in this vicinity there were during the summer about 75 Indians, and across the river was encamped for a length of time a band of non-treaty Indians, and the former aided the latter in nightly raids upon their own potatoe and turnip fields to avoid the Instructor's eye, and by this means several hundred bushels were lost to the use of those who were induced to labor during the spring's work.

It is well known that it is highly desirable to create as much as possible individuality among the several bands, but this cannot always be practised for innumerable reasons, among the number being a lack of a sufficiency of working cattle, the over rapid destruction of property on the part of the Indian when not under the immediate supervision of a guiding hand, and the lack of energy and unwillingness to work displayed by many when absent from a directing head.

With few exceptions, but some of those very marked, I am forced to the belief that it will be long ere aid, either in kind or through the watchful eye of officials, can be discarded by the Government as with the present generation it is merely by constant urging that headway is made or even a *statu quo* maintained. Some of the exceptions are well worthy of mention. One of Red Pheasant's band, Ak-koo-chee-chim by name, now possesses two oxen, three cows and two calves, besides pigs and hens, all gained through his own exertions, except one cow, the property of the Government. This man has eighteen acres under cultivation, and next year he purposes having a farm of fifty acres, all of which would have been broken the past summer had it not been for illness on his part. So confident am I in the success of this man that I have personally guaranteed the payment for a mowing machine which he is particularly desirous of obtaining next season. Another, of See-kas-koo-ts Band, broke and planted 10 acres last spring with his own ponies. One "Grey Eyes" of Pondmaker's Band, gives every promise of next year having at least 25 acres under crop, and his yield this season in barley alone, will, in all probability, reach 150 bushels. Again, a marked trait in the character of the band under Chief Kinoosayo, is to become possessed of cattle, as whenever any have sufficient means at their disposal a purchase of young stock is made, until now they can count them-

selves the happy possessors of 62 head, 13 only being from the Government. As this band is situated in the vicinity of good fishing lakes, aid to them in the way of provisions has been limited when compared with others, still the efforts of the steady and good workers are greatly neutralized by having to share with the less thrifty after their return to the reserve when the work is over. Every encouragement is given to those willing to aid themselves by giving them work-cattle where available for their exclusive use.

Whenever such a course could be pursued Indian labor in preference to white assistance has been engaged to aid and instruct others, but great uncertainty exists in such employment as they are ever too ready to take offence where none is intended, and without any apparent reason quit work at a time when their services are the most required.

During the hunting season some of the reserves are left with but little aid to cultivate the land, the young and able-bodied wandering away. On one reserve in this locality, during a busy term, out of 90 souls only four men and but few women could be had fit for working in the fields, the remainder being either blind, old and infirm, invalids or children.

Among those who are the more willing to remain steadily on the reserve there is less inclination to polygamy.

I am happy to learn that clothing in large quantities is being forwarded for the benefit of the Indians, for until such times as a sufficiency for seed and consumption is raised they cannot well clothe themselves; as it is now, numbers are sadly in want.

In conclusion, one can but fondly express the hope, that now as the inutility of wandering about in search of a living becomes so strongly apparent to the Indian, he will settle down and work, even though it be but one-third as hard as the white man.

I have the honor to be, Sir,

Your obedient servant,

HAYTER REED,

Indian Agent.

SUPPLEMENTARY REPORT.

INDIAN OFFICE,
BATTLEFORD, 14th November, 1881.

SIR,—As the Report forwarded the Superintendent-General of Indian Affairs is confined to the year ending 30th June last, I have the honor to submit, for your information, more detailed statements relative to the period subsequent to that date. Although, as previously reported, the spring season opened with more or less unwillingness on the part of the Indians of this district to work their reserves, and notwithstanding that some of them were entirely depleted of hands to put in a c op, still from those who remained a fair amount of work was exacted, and every promise given from the early propitious weather that their labor would be fruitful of good results, but how in a great measure our hopes were frustrated the sequel shows. Just as the potatoe crop was being taken up, during the end of September and beginning of October, a rain storm continued for about a week, almost immediately after which it turned quite cold and continued so until the ground was frozen solid for as much as a foot in depth, consequently a large proportion of the root crops were destroyed, as the heavy frost was succeeded by a period of fine weather which thawed the ground and caused the potatoes to become soft and spongy. Again the yield has not been commensurate with the quantities issued for seed, which is accounted for in many ways, one being that it is found to be next to impossible to prevent the Indians eating a great proportion of that which is given for seeding purposes. Again, so soon as the root crops are in any way fit for food to the time when they are to be pited for

the winter there exists a constant drain upon the fields, and of course the best invariably are taken, and in some instances it has been found a matter of difficulty to teach the Indians the advisability of proper attention being given to the crops while growing and the care required in hoeing so as not to disturb the roots of the plant, and when the crops required the hand of the reaper the Indians deemed it proper, one and all, to leave, so as to be at the point of rendezvous a week or two before the appointed time of arrival of His Excellency the Governor General. Notwithstanding the fact that in some instances the rolls show large numbers as being on the reserves, that is no criterion as to the amount of labor to be exacted, as the bands in this district cannot as yet be considered as permanently adhering to their reserves, as periodically, and often when most required, the able bodied depart, leaving in a great measure the helpless behind to do the farm work. Some of the Indians on Red Pheasant's Reserve displayed anxiety on their part to farm extensively, and the band, as a rule, worked tolerably well, though they did not reach that point which might be fairly expected of them. There are but few families on this reserve which have not their own individual fields to cultivate. The yield has been:—

Wheat	60	bushels.
Oats	80	do
Barley	500	do
Potatoes	550	do
Turnips	300	do
Carrots	75	do
Hay cut	50	tons.

besides a goodly quantity of vegetables.

The quality of the grain in some instances was not up to the standard, which was mainly owing to the manner of preparing and seeding the land, as in many instances the owner of the soil was ever too ready to scatter the seed without first ploughing, and then merely harrowing so as to half cover the grain, the consequence being that weeds grew apace and spoiled the crops.

STONY RESERVE BAND.

Although this is the first year for the Indians on this reserve, they have done remarkably well, when their savage nature is taken into consideration. Their little gardens in some cases showed a degree of care and attention really commendable, and they appeared to take a child-like pride in their care, and whenever I happened to approach their respective plots the owners would run and stand sentry over them until my arrival. They are particularly apt in acquiring knowledge, and if they will only adhere to their present course and remain on the reserve, they will no doubt succeed in a marked degree.

The yield has been:—

Barley	80	bushels.
Potatoes	230	do
Turnips	300	do
Carrots	25	do
Hay cut	20	tons.

besides other vegetables.

PONDMAKER'S BAND.

You may remember that, as previously reported, the Indians of this reserve all left for the plains as the spring's work should have begun. I subsequently prevailed

upon two families to return and engaged Indians from other reserves to put in a crop, which produced the following results :—

Wheat	30	bushels.
Barley	130	do
Potatoes	200	do
Turnips	200	do
Carrots	1	do
Hay cut	100	tons.

and a small quantity of other vegetables.

At one time the potatoe fields promised a good return, better than above stated, but on gathering them it was found useless labor in one field and nearly as bad in another, as the few left in the ground were but the size of marbles. For a long time no reason could be assigned until holes here and there in the ground were discovered filled with small sized potatoes, evidently stolen by moles; the loss must have amounted to some hundreds of bushels in this way.

STRIKE HIM ON THE BACK'S BAND.

Here most of the Indians were prevailed upon to put most of their cultivated land in crop before their departure for the plains; the returns for the season's work are as follows :—

Wheat	10	bushels.
Barley	140	do
Potatoes	750	do
Turnips	150	do
Carrots	1	do
Hay cut	35	tons.

and other vegetables.

It was only during this season's work that those who remained really learnt the value of thinning out those crops requiring such a course, and they assert that they will profit by the experience the next year, and at all events in this respect take the white man's advice hereafter. I cannot speak too highly of the exertions displayed by Mr. Farming Instructor Ballendine, in his strenuous efforts to prevent this and the preceding band from departing southward, and the quantity of work he managed to get out of the few Indians left to him, and also the praiseworthy manner of carrying out the instructions given as to the preservation of the cattle threatened to be taken away and killed by those leaving, in the event of their demands not being acceeded to, conduct such as his can, as you know Sir, only be fully appreciated by those who have had dealings with these poor deluded people.

MOOSOMIN'S BAND.

On this reserve, although but few working Indians were left, the number being *nil* at times, a great deal of work was performed, and considering this is but the first year of cultivating the soil, when it is stated that 57 acres were put under crop it cannot but be acknowledged that they did extremely well, especially when it is borne in mind that during the early part of the season they had but the one yoke of cattle with which to work. It was a pleasure at times to see how some of the young men could manage their cattle and turn a furrow equal to that of the ordinary farmer, and it was not a little amusing when the acting chief of this band, in perfect candour, acknowledged that they were particularly lazy and work distasteful to them.

Mr. Clink, their instructor, seems to possess the peculiar tact of having a quantity of work performed out of a limited amount of material, insomuch that the Indians prided themselves as excelling others on contrasting the work performed.

The returns show as being harvested:—

Barley	100 bushels.
Oats	30 do
Wheat	10 do
Potatoes	200 do
Turnips	350 do
Carrots	50 do
Hay cut	30 tons.

As with others so with this reserve, the quantities are rather under than over the mark where the grain had not been threshed out.

Some twelve or fifteen hundred bushels of turnips and fifty of carrots were, I regret to say, frozen in the ground, but they were being constantly used until the falling of the snow.

THUNDER CHILD'S BAND.

There was a complete exodus to the south in search of buffalo of this band and none have returned during the summer. I had prevailed upon the members of the band to stay but no impression could be made upon the chief, who is particularly stubborn and not in the least amenable to reason; but all were eventually carried off by the influence of the departing malcontents in their circulation of false reports as to the evil designs of the whites. Their implements were found scattered over the whole neighboring country and became no small task to collect them for safe-keeping.

SEEKASKOOT'S BAND.

On this reserve the following was the yield:—

Wheat	40 bushels.
Barley	200 do
Potatoes	300 do
Turnips	150 do
Hay cut	20 tons.

Those on the reserve worked diligently during the summer months, in keeping their ground free from weeds, and otherwise attending to it, and if their crops should have made a better showing it is not from any want of attention on their part. The loss on this reserve was very large, owing to the early frost—at least 1,800 bushels of potatoes were destroyed—consequently the hope entertained by myself and the farming instructor, relative to making this band self-sustaining during the winter has been sadly frustrated.

Mr. Williams, the Instructor, was the recipent of a similar threat to that issued by the Indians further to the east—that no work would be performed, yet all were to be fed, and as a result of the non-compliance of this mild request, all the cattle were to be taken away and butchered as required for food in the absence of game; but a bold front, on his part, baulked the attempt.

I fancy the Indians of this band would not have taken part in such proceedings had they not been encouraged by one Pay-moo-tay-ah-soo, known as the Half-Black Foot Chief—formerly a desperado of the plains, and now a straggler from another agency, who, with his band and a number of stragglers belonging to Sweet Grass Band, from Saddle Lake, have squatted down on land but a mile or two distant where they did little or nothing as to cultivation beyond putting in an acre or two of potatoes.

PUSKEE-AH-KEEWIN BAND.

This band began the season fairly well; but it also was sorely pressed with a desire of proceeding southward, the consequence being that beyond a young and a

half-blind man, none were left to guard the crops, which suffered greatly by wandering cattle, and the yield was, therefore, small.

Potatoes, 50 bushels, besides 200 bushels frozen in the ground; barley, 40 bushels, and about 100 bushels destroyed.

I had, during the summer, given this band a part of the cattle due them under the treaty obligations; but as no provision was made for their being properly taken care of, I was forced to hand them to the Chippewayans to be wintered.

Keeheewin's-Mikayo's and Enipohayo's Bands each planted a few acres in potatoes and barley with the following results:—

Keeheewin gathering 220 bushels of potatoes and had about 75 bushels frozen. Enipohayo gathered in 220 bushels of potatoes, and cut about 20 tons of hay. Mikayo's about 50 bushels, and having about 100 frozen in the ground.

I strained every point and extended tempting inducements to endeavor to prevail upon the last four named bands to work upon their reserves during the summer, but without avail, they preferred straggling to Battleford where they met with but a cool reception which I fancy will bear its fruits another year. Keeheewin's and Mikayo's Bands cut a sufficiency of hay for their cattle during the winter.

CHIPPEWAYAN'S BAND.

These Indians display a commendable spirit in gathering about them young cattle. Often, when within power, after a successful hunt, they expend their money in the purchase of calves to be reared, so that now they are the happy possessors of sixty-two head of horned cattle, only twelve of which were given by the Government. They are particularly enterprising in making canoes, carioles, flat sleds, &c., so that I have directed the Instructor in future, when found practicable, instead of giving them aid gratuitously to take their wares from them in exchange for food and clothing. Not having visited this reserve during the autumn owing to lack of time, I am unable to give an accurate account of their crops. This band is but little aided when compared with others, and I look forward to the time next year when they will consider themselves beyond seeking public aid.

I visited the fishing grounds of the Fort Pitt Indians last month, while they were themselves there and from what I saw the catch amounted to; I thought it proper to instruct that no aid be granted these Indians for the next two months, except of course to the helpless.

Every preparation was made to have all the land on the different reserves fall-ploughed in order to be well advanced in the spring, but only about one-third of the ground was gone over after the frost disappeared sufficiently to admit of work being done.

Besides the above mentioned, there were harvested on the Home farm under Mr. Farming Instructor D'Aunais in the Eagle Hills:—

Wheat	100 bushels.
Barley	200 do
Oats	200 do
Potatoes	120 do
Turnips	500 do
Hay cut	50 tons.

and a quantity of other garden vegetables. The potato crop here was but one-third as large as was fairly expected, whether from allowing the potatoes to heat too much during the winter and thereby sprout, or from a superabundance of rain after planting I am unable to state. The oats are some of the finest ever grown, while the wheat and barley are very good.

On Mr. Farming Instructor Delaney's farm were harvested:—

Wheat	200	bushels.
Barley	350	do
Oats	250	do
Potatoes	450	do
Turnips	150	do
Carrots	30	do
Hay cut	50	tons.

I am informed by good judges that the wheat is some of the best ever grown in Canada. I regret not having been able to have sent Mr. Delaney more assistance during seeding time, in order that he might have expended more time on the different reserves over which he has charge, which are scattered over a wide extent of country—being 50 and 60 miles apart—but labor was not to be had at the time except at exorbitant rates; for I am fully alive to the fact that, if a man is kept constantly on one or two of these outlying reserves during the summer, a different tale will be told at harvest time. On the farm under Mr. Farming Instructor Williams, the yield was:—

Wheat	200	bushels.
Barley	700	"
Oats	150	"
Potatoes	300	"
Turnips	30	"
Carrots	10	"
Hay cut	40	tons.

As the oats were planted only on the 12th of June, they did not ripen sufficiently to be fitted for seed. More fall ploughing was done here than on any other reserve, 50 acres having been ploughed, and during my visit I witnessed 4 ploughs being managed by Indians exclusively, who averaged their five acres per diem.

These were enabled to accomplish this in a great measure, owing to the fact of the cattle lately sent up for distribution being so well trained and tractable.

During the summer, innumerable incidents tended to take the Indians from the reserves, the first being, as already reported, a general strike and a refusal to work, although demanding to be fed; secondly, a thirst dance which attracted those from all parts to witness acts of endurance and to hear recounted deeds of valor committed by those now more advanced in years, which, of course, acted upon the young braves as a dime novel of a thrilling nature would upon the susceptible youth of our own race; thirdly, an assemblage following close upon the heels of the former to protest against payments of the annuity money being made upon the reserves,—this occupying some two weeks,—and, again, their advent into town long before the stated time to meet His Excellency the Governor-General.

During all this time the crops were suffering to such an extent, that in some instances half a crop was reaped, where, if the grain had been cut in due season a capital yield would have been the result. The schools have been only fairly well attended during the past season, but I fancy a mid-day meal served during the wintry days will be the means of attracting numbers of the youth, who would otherwise absent themselves.

Rumors are rife again that the buffalo are approaching in large numbers and not a few have started for a winter's hunt. If success is met with, all those who are the happy possessors of horses will soon follow, and thereby minimize the chances of the spring opening up with the determination to work hard on the reserves.

After the foregoing, which, if anything, presents the worse side of the picture to you, I am forced to the conclusion that ere long, a portion of each band in this district will be self-sustaining; yet the guiding hand will still be required for many a long day.

I have the honor to be, Sir,
Your obedient servant,
H. REED,
Indian Agent.

INDIAN OFFICE,
CARLTON, 4th November, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report that a decided improvement is manifest on the thirteen reserves under my charge The greatest improvements are shown on the reserves of Mistawasis, Attackakoop, Okimasis and Beardy. The number of acres sown in 1880 was 252 with the following crops: 750 bushels of potatoes, 200 bushels of barley, 290 bushels wheat, and 50 bushels oats. The number of acres in crop in 1881 was 602 acres, as follows: 700 bushels potatoes, 645 of wheat, 565 barley, 90 bushels oats, in all 2,000 bushels seed as against 1,290 the previous year. Neither of these estimates include turnips or garden stuff, but the acreage of their products are double what it was last year. The crops are very fair. Some of the wheat was caught by the frost and is slightly damaged. The potatoes and turnips were nearly all taken up in time and escaped the frost. During summer fully 350 or 400 acres of new land was broken on the various reserves, and after the crops were taken off most of the land cropped this season was fall ploughed and a great deal of the new breaking back-set. This will be of immense advantage to the Indians next spring and will enable them to get their seed in in good season. Nearly all my Indians feel confident that they can soon support themselves without much assistance from the Government. They are giving seed for next year to the farmers, and I think that $400 will cover the bill for seed grain next spring.

At the request of Mistawasis and Attackakoop I have purchased them a threshing machine to be paid for by themselves in toll. This fact shows that these two bands at least are learning to depend on themselves. As the grain is not threshed out yet I cannot give you the yield, but will do so as soon as possible.

A good many new houses and stables have been put up this fall, also granaries, and taking everything into consideration the Indians seem to me to be doing capitally and seem to be content with their lot.

I have the honor to be, Sir.

Your obedient servant,

J. M. RAE,

Indian Agent.

TREATY No. 6, EDMONTON, N.W.T.,
INDIAN OFFICE, 13th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report that on the 12th of September, 1880, I assumed charge of this district.

I found the Indians well disposed, as is customary after the annuity payments, and having been presented at the payments with ammunition, &c., I did not receive many visits until the winter commenced. However, as there were many sick and destitute old men, women, widows, orphans, &c., about Fort Edmonton, I found it necessary to relieve them to a certain extent.

The arrangements to supply seed for 1881 were made by Mr. Wadsworth, and the Hudson's Bay Company were to cash vouchers for labor and incidental expenses, in accordance with an agreement you had made. They also had an agreement with you to supply fish. Norris & Logan had contracted to furnish all the beef that might be required, and Mr. Wm. Cust had a contract for flour and barley meal.

Mr. Macrae went into Lac la Biche in October, and on his return reported to me the condition of affairs there. The Indians had no grain and potatoes that they could rely upon for seed this year, and, owing to the want of time and ammunition, had the prospect of a bad winter, which was fully realized. The traders having misconstrued the obligations of the treaty considered that the Government was bound to supply these necessaries to an Indian's livelihood, and had imported but little of either. This impression was removed, but of course it was then too late to supply the Indians' wants. Seed was arranged for on most reasonable terms with the Hudson's Bay Company, and Père Girouard, on behalf of the Roman Catholic Mission.

The supply of seed for Whitefish Lake could have been purchased to better advantage at that place than at Victoria, many Indians there producing a surplus from their own seed which they are always willing to sell. Seenum, the Chief of the Whitefish Lake Band, was greatly distressed at not receiving more twine, as the whole sustenance of his people, apart from farming, is derived from the lake. He wisely remarks that putting the means of earning their own livelihood in their hands has not the demoralizing effect that a system of rationing produces. It was considered necessary to obtain seed also for this place, as many new people are joining the band.

The freighting of seed-grain and potatoes to Peace Hills farms was done by the Plain Crees, they accepting payment in provisions and clothing. They make good freighters, are perfectly honest and pleased to be able to procure a living in this way. I regretted that the contracts prevented me from giving them the freighting of our fish for Edmonton, but have arranged accordingly this year.

Distress commencing amongst the Indians and numbers of helpless women flocking in to the post, I considered it well to start a soup-kitchen for them, a work of some difficulty as the Indians were prejudiced against it. It was, however, greatly appreciated and proved a most economical method of furnishing relief. I was fortunate in being able to procure some large kettles for the purpose, and directed the farm instructors at the Peace Hills and Rivière qui Barre to adopt the same plan for the relief of local distress among the aged and weak.

During December I went into Lac la Biche, instituting soup-kitchens at Victoria and Saddle Lake as I passed. At Whitefish Lake the charge of one was undertaken by the Chief, James Seenum.

The expected destitution having fallen upon the Indians of Lac la Biche, I purchased some fish from the Hudson's Bay Company at that place, which Mr. Traill, the officer in charge, kindly consented to distribute. I may, perhaps, be allowed to express my appreciation of the constant and kindly help given to the service by that gentleman and his sincere interest in and endeavors for the benefit of the Indians. I found the anticipations of the autumn carried out, and that the want of twine and ammunition had reduced the Indians to extremities.

Upon my return to Edmonton I found that some difficulty had occurred between some Indians of Sharphead's Band and a settler at Hay Lakes. It was the result of a slight misunderstanding, and was amicably settled by the interposition of Inspector Gagnon, North-West Mounted Police.

One of the Erminskins men had killed an ox belonging to the band, during my absence, and the complaint of the chief had been referred from this office to the magistracy. I regretted not having the power to interfere in the matter, as leniency is out of place in a case of this sort. Had an example been made, no further difficulty would have occured. Three more oxen were killed after this, one of Sampson's and two of Alexis' of Lake Ste. Anne's. I sent out to the latter place and found that the Indians were starving. They were lectured upon their folly, after which they promised to pay for the ox at treaty time. Alexis' portion of the band fulfilled this promise and have had their ox replaced, the party however under Ironhead, Headman, have not done so. The Indians feared I would retain the amounts from their annuities, which, however, not receiving authority from you, I did not do.

Great prostration from a sickness that confined nearly all the Indians at Lake Ste. Anne's and White Lake, to their tents, and prevented them from fishing and

hunting, made it necessary to send out immediate relief in medicines and provisions, the Roman Catholic Mission at Lake Ste. Anne's kindly administering them.

The fishing at Lac la Nonne failing, I induced part of the band to go into the McLeod's Lake, and try the fishing there. We were, however, dissapointed, the lake not turning out well and worms destroying the nets.

As the spring approached, I made arrangements for carrying out the policy of the Department by engaging competent men to aid and instruct the Indians in their farming operations, distribute provisions for their aid, and sow the seed, sending Mr. Macrae into the Victoria and Lac la Biche sections to supervise matters there and make the necessary arrangements. The result of our exertions is already known to you, and although not apparently great, will, I think, be considered a very good beginning. It has had the effect of showing the Indians what can be done, and has inclined them greatly towards agriculture. They have had impressed upon them, and fully understand, the disadvantage under which they labored on account of their land being newly broken this year.

The contracts for fish and seed were well filled by the Hudson's Bay Company and M. A. Groat, and the flour supplied by W. Cust was as good as could be produced from local grain, which, on account of late sowing, had caught the frost.

The Hudson's Bay Company filled the contract for 1881-82 promptly and well, the supplies all arriving in the best condition.

The annuity payments were made without trouble; some objections were made to the change of rations, but these were easily overcome. At Peace Hills, some of Sharphead's band killed an ox of Norris & Carey's, so I stopped paying until the matter was explained, and they promised to pay for the ox, which was done.

Alexis band asked in the spring, if their money could be kept for them until the autumn, as they desired to go into the mountains to hunt if this could be done. As this action on their part was most desirable I promised to pay them on their return. Upon their arrival in November I accordingly paid them, keeping the lists open until they came in.

I fear there is going to be some difficulty in getting seed this year, as the advertisements for its supply have not been answered by many tenders.

The most intelligent Indians consider that they would be benefitted by receiving more twine and ammunition in the place of provisions.

Requests are continually made to me for schools; none have yet been established on the reserves, although greatly desired by the Indians, who are fast settling down.

The fishing Indians will not be very badly off this winter, unless the weather becomes very severe, but great complaints are made to me of the small quantity of nets I am able to give them, and their lateness for the fall fishery.

The rabbits promise to be more plentiful this year but other game is scarce. The Plain Crees will again require considerable assistance.

It was deemed advisable by the Paymaster in 1880, to divide certain bands into two parts, the band proper, and the stragglers attached to, though not living with it. The amount of land for the reserves was computed for the "band proper," excluding the other portion, the stragglers, from any benefit of the land, which it was stipulated in the Treaty they should receive.

This is manifestly unjust, and will in the near future give much trouble, as it is beginning to be understood.

I am pleased to say that the Indians at present have reliance on the good faith of the Government, and I should regret to see it lost.

I have already referred to the complaints that are made, and which may be summed up thus: the insufficiency of twine and ammunition, and the want of work.

In connection with the first, I may remark that the Hudson's Bay Company and traders import less than in past years, and that the annual Government supply does not cover the deficiency. Want of work is in a great measure owing to their own indolence, which makes them undesirable laborers, though often they would be glad of employment and cannot obtain it.

Many Half-breeds who have joined the Treaty now wish to withdraw, and complain that they cannot do so as they are unable to refund the annuities received by them, and many more want to retire, rather than go upon the reserves when surveyed.

The year has been productive of very satisfactory results, considerable progress having been made.

I have the honor to be, Sir,

Your obedient servant,

W. ANDERSON,

Indian Agent.

TREATY No. 7.

No report from Mr. Norman T. MacLeod.

OFFICE OF THE INSPECTOR OF INDIAN AGENCIES,
MANITOBA SUPERINTENDENCY,
WINNIPEG, 10th December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report that I left Winnipeg on my annual tour of inspection, on the 23rd of May, in accordance with instructions received from the Department, and returned on the 21st of October, having visited all the Agencies and nearly all the bands under my supervision.

After being detained for several days at Duluth, owing to mists preventing navigation on the lake, and at Prince Arthur's Landing in consequence of there being no train immediatly available for Savanne, from which I was to proceed westward by canoe, I was finally enabled to complete all my arrangements for the journey and to start from Fort William on the 7th of June, accompanied by four voyageurs.

In my inspection of the different Agencies I endeavored to obtain from every possible source of information, not only the carefully prepared statistics contained in the tabular statement and supplement herewith enclosed, but also to ascertain whether the books at the Agencies are correctly kept; the vouchers for distributions of provisions and implements properly signed and witnessed; the balance of supplies, not issued, satisfactorily accounted for and safely stored; the changes of numbers in families, and the reasons for those variations accurately recorded on the pay sheets; the letters received methodically filed and indexed; copies taken of all letters sent for office references; the Agents faithfully carrying out their instructions in the payments of annuities, and in the discharge of other duties incumbent upon them; the Indians honestly receiving all they are honestly entitled to according to the stipulations of their respective treaties; Agents or Indians defrauding the Government by having fictitious names or numbers entered on the pay sheets; the supplies received equal in quality to those contracted for; the Indians sufficient agricultural implements for the cultivation of their gardens; the progress in farming and buildings since my last visit to their reserves encouraging; any trespasses on reserves committed by lumbermen or other parties; any intoxicants introduced among Indians during the payments of annuities, or at other times, by abandoned vagabonds; any malignant epidemic or other disease prevailed among them to any extent; the schools established conducted successfully by efficient teachers; and whether Indians who never had any schools on their reserves are desirous of having their children educated by conforming to the requirements of the Department to erect the walls of the school-houses themselves. I also directed my attention to the character of the timber, the nature

of the soil, and to the geological features of the country along my route, in order that as much valuable information as possible might be submitted to the Department.

The state of affairs in this Superintendency is generally satisfactory this year, and the Department is to be congratulated upon the unprecedented excellent condition in which the contractors delivered the supplies on the dates appointed at the different places of payments. In all my interviews with the Indians not a single complaint was made with regard to the quality of supplies received this year. I regret that nothwithstanding the liberal inducements offered to teachers, and the generous assistance given to Indians in the furnishing of school-houses, that the advancement of education is still very unsatisfactory. It is difficult to secure the services of competent teachers at the salaries offered on account of the irregular attendance of pupils which reduces the daily average considerably below the maximum required, and hence the actual amount received is correspondingly diminished. With but few commendable exceptions, the class of teachers employed is most inferior, and incapable of imparting instruction even of the most elementary character, consequently the civilizing influences of education are so imperfectly disseminated that they cannot germinate successfully, nor awaken those intellectual faculties lying dormant, and clouded by ignorance and superstition. I am thoroughly convinced that unless industrial institutions are established where a limited number of children of both sexes from the different bands are instructed, not only in the ordinary branches of education, but also in the various industries of life, no material improvement in the condition of the Indian can ever be effected. While attending this Institution he is under the most favorable influences for his mental and physical development, being removed from the degrading influences surrounding him at his wretched home where nearly all the impressions received in school are obliterated. It will be observed, on reference to the tabular statement and supplement accompanying this, that there are upwards of 10,000 Indians in this Superintendency, of whom nearly one-half are heathens, and the other half Presbyterians, Methodists, Roman Catholics and Episcopalians. At the twenty-four schools in operation, at intervals during the year, 564 children were in attendance, making a daily average of 290.

The advancement in education and progress in agriculture may be approximately determined from the statistical information submitted, which shows that 1,184 Indians are able to read in English, 49 in French, 630 in Cree, and 97 in Ojibway; that they have 13 churches, 23 school-houses, 1,251 dwelling-houses, 465 stables, 322 horses and 1,371 horned cattle; and that 1,220 acres are under cultivation, producing, last season, 37,322 bushels of potatoes, 3,142 of wheat, 1,246½ of corn and 680 of barley, besides a small quantity of other cereals and vegetables.

It will be noticed that although the number who received annuities this year is somewhat less than in 1880, owing to some fraudulent names being cancelled and to several absentees not receiving payment, there is an increase of 118 in the population, as shown by the excess of births over deaths.

It is very desirable that all the Agents be instructed to make, during the payment of annuities, a personal inspection of the different reserves embraced within their respective Agencies to enable them to obtain accurate statistics, to ascertain themselves the actual condition of Indian affairs, and to give the requisite instructions in husbandry. This could easily be accomplished, without much additional expense, if the policy of making payments to the Indians on their reserves, practised in the other Agencies, were adopted in those of Messrs. Indian Agents McPherson, Pither and McIntyre. By making a circuit around Lake of the Woods, Mr. McPherson could visit and make payments on the balance of the reserves in his Agency. In returning from Winnipeg with the funds appropriated for his Agency, Mr. Pither could make payments on all the reservrs along Rainy River, and in going to Lac Seul he could attend to the several bands along his route, on Rainy, Wabegon and Eagle Lakes. The only additional expenditure of any consequence would be owing to the difficulties encountered in transporting supplies over numerous portages in Mr. McIntyre's Agency. The practice of collecting Indians in large numbers is most demoralizing, affording them an opportunity of perpetuating heathenish ceremonies, and of indulging

in gambling, drunkenness and other dissipations, besides imposing upon them unnecessary inconveniences by compelling them to come various distances up to a hundred miles for their annuities. The habit of adopting children, and of transferring Indians to other bands is very objectionable, causing complications in the pay sheets, making irregularities difficult to trace, and therefore should be discontinued only in exceptional cases submitted to the arbitrament of the Superintendent-General.

The reckless and improvident destruction of fish by Indians during the spawning season, more especially for the manufacture of oil for traffic, is gradually exhausting the supply, and will eventually deprive them of their principal source of subsistence, and should consequently be prohibited. The resources formerly available from the pursuits of the chase are becoming every year more precarious owing to the gradual extermination of fur-bearing animals. The question of providing against destitution of Indians, or dependence upon the Government for support, is one of paramount importance, and it would appear desirable that the incessant importunities of Indians for more agricultural implements and a greater quantity of twine than they are entitled to under treaty stipulations, be favorably considered, and an extra supply of hoes and axes, so indispensable in preparing and cultivating their gardens, be granted them, as the quantity already received is inadequate.

If all the Indians received their annuities on their respective reserves, the necessity for distributing provisions at payments would be dispensed with, and the large amount of money saved might be more profitably applied for other purposes.

It is to be regretted that a degree of indifference is prevailing in the administration of justice at Rat Portage, Selkirk and Portage la Prairie in arresting and punishing offenders guilty of dealing out clandestinely intoxicating liquors to Indians.

It will be noticed from the supplement enclosed, that sixty-six Indians have two and eleven three wives each; but since they are as amenable to law as other subjects of the Queen, there is no valid reason for perpetuating polygamy by encouraging its continuance in admitting any further accessions to the number already existing, and Agents should be instructed not to recognize any additional transgressions by allowing more husbands to draw annuities for others than their legal wives.

With the exception of occasional cases of measles and scarlet fever no epidemic was prevalent among the bands visited.

The Indians expressed their gratitude to the Government for having promptly and generously acceded to their request in changing those reserves flooded with water for others more suitable for farming, and also in having the boundaries of others determined where no surveys had been previously made.

THE AGENCY OF MR. MCINTYRE.

The Agent having been away from home upon my arrival at Fort William, I was unable to inspect his office and store-house, but I was informed that he had purchased a suitable building at Savanne, having the requisite accommodations for the transaction of the business of his Agency. I left Savanne by canoe on the 8th of June, and proceeded to the

Lac Des Milles Lacs Reserve.

The cleared, or partially cleared land on this reserve comprises about 60 acres extending along the lake. The clearing was mainly effected by fire, but comparatively little labor would be required to remove the remaining timber. The soil is of a sandy nature, with gravelly sub-soil. This band evidently shows a commendable degree of industry in tilling the soil, and manifests a decided inclination to improve its condition. The greater portion of the reserve is of a rocky character, diversified by patches of land suitable for cultivation. The Indians were entirely satisfied with the supplies furnished last year.

They are desirous of having the balance of the hoes and axes to which they are entitled, and a chest of tools to replace the one intended for them burned at the

Government store house. The five head of cattle received died from neglect, and the remainder is not wanted in the meantime.

On the 11th I met Mr. Indian Agent McIntyre at French Portage, as he was returning from distributing supplies of seed to the different bands in his district. We discussed various matters concerning his Agency, and he stated that he intended to put a stop in future to an imposition practiced by some Robinson Treaty and American Indians in participating in the payments of annuities.

Kawawiagamut River Reserve.

I arrived at this reserve, which is considerably off the Dawson Road east from Sturgeon Lake, on the 14th. There is scarcely any arable land in this section of country. The only available portion being apparently limited to a couple of narrow strips along the banks of the river. This band has hitherto confined its tillage to several small islands in Lake Kahneepiminanakah, but this year commenced cultivating on its reserve, which is the most worthless for farming purposes in this Superintendency, and could only have been selected in consequence of its having been the hunting-ground of their fathers. No complaint of any description was laid before me by these Indians. They asked for twelve grub-hoes, six axes, four scythes and snaiths, and two spades. They will not be ready to receive their quota of cattle until the year after next.

Lac la Croix Reserve.

This reserve was reached on the 17th. The greater portion of it is very rocky, but there is sufficient land adapted for cultivation. Complaint was made that the quality of the powder, twine and pork received last year was inferior.

Mr. Peter Jourdin, a member of the band, also complained that the chief had seized goods during his absence, under the pretence of their being smuggled from the United States. Upon close inquiry the goods were found to have been purchased at Fort Francis and rightfully belonged to Jourdin. The chief then returned the goods, and after I explained that he had no authority to act in such matters, apologized for his conduct.

These Indians asked for seven axes and twelve grub-hoes, and likewise for the balance of their cattle, which they desired together with the implements to be delivered on the reserve.

Riviére la Seine Reserve.

I visited this reserve on the 21st, and found about 50 acres fit for cultivation. The soil is principally composed of coarse sand and vegetable matter, mixed in low-lying places with white clay. The rest of the land is either rocky or swampy, and inferior in quality. The location is excellent for fishing, as the river is abundantly supplied with sturgeon.

The chief and councillors represented that the last triennial suits of clothing had been damaged by rats in transit, and consequently rejected. They also represented that the quality of the flour and twine received last year, had been below the standard.

I again investigated the case of "Chiwanigan," regarding his annuity, and from all the evidence adduced, I am forced to the conclusion that grave suspicion attaches to the chief, inasmuch as he was in the habit of drawing Chiwanigan's money, which had been properly accounted for every year excepting in 1878-79. In the former year the chief denied having received it, and Mr. Indian Agent Wright states, that rather than any trouble should arise, he again paid it through Mr. Indian Agent Pither. In the latter year, although both Messrs. Indian Agents Wright and Mathews' pay-sheets show the annuity was paid, the chief again denied receiving it; and when asked to explain, sneeringly remarked that Chiwanigan had only himself to blame, as he should have gone personally for his annuity.

These Indians asked for twelve axes, twelve grub-hoes, and five scythes and snaiths, as well as their cattle, and promise to be in readiness by providing ample fodder, and erecting comfortable stables.

Timber.

It may be as well to premise that the district comprehended within this Agency is to a large extent covered by lakes, that the land nowhere attains to an altitude of more than 100 to 200 feet above their level, and that the country is generally rocky and sterile, but everywhere covered with timber of various kinds. The prevailing varieties from Savanne, along Lac des Mille Lacs, are spruce, birch, poplar, tamarac, and red and white pine. Along the shores of Lake Baril, the common varieties are birch, poplar, pitch pine, spruce and tamarac; and along Windegoostigan, pitch pine, with, in some places, birch, interspersed with poplar, tamarac and spruce. From French to Pine Portage, the prevailing timber is pitch pine, which is exceedingly abundant. There is a scattering number of white pine at Pine Portage, at the foot of Pickerel Lake. White pine predominates along the right shore of Deux Rivière Lake; along the left it does not appear to be of as good quality, and is intermixed with spruce and birch. At Deux Rivière Portage, the white pine becomes more straggling, owing to fire having passed over the ground. Along the shores of Sturgeon Lake, patches of it are still visible, but towards the middle of the lake, pitch pine predominates. Turning up Pembina River, red pine of good quality is apparently plentiful; and along the route to the Kawawiagomot reserve, red and pitch pine, with some white pine interspersed, are the principal varieties. The lower part of Sturgeon Lake, and the Maligne River, are chiefly timbered with red and pitch pine, spruce and birch, with poplar and tamarac along the shores. The timber on the shores of Lac la Croix, Loon, and Nameukan Lakes, is of the same character as the last described. Along the eastern shore of Rainy Lake, and up River la Seine to Sturgeon Falls, white and red pine of inferior quality, mixed with birch, spruce and poplar continues to predominate

Geological Features.

The formation of the rocks along Lac des Milles Lacs is of the Laurentian order, the banded gneiss that presents itself having a strike in a north-easterly direction, and dipping to the north-west at an angle of 70 degrees. My course being in a south-westerly direction, and therefore along the strike, there was no perceptible change at any of the portages that were crossed. On the Kawawiagamot Reserve, the gneiss gave place to a fine grained micaceous slate, with occasional blotches of quartz and felspar. A mining location has been surveyed in the vicinity of the reserve, and the discoverer claims that it contains gold. I have been informed that belts of the Huronian formation prevailed on each side of the route which I followed, and that at Shebandowan Lake on the east, and Partridge Lake on the west, gold has been found and locations surveyed, but mining operations have hitherto been retarded owing to the remoteness of the mines and to other difficulties that have to be encountered. On Lac la Croix a semi-crystalline micaceous slate makes its appearance, having a strike to the S.S.W. and a dip to the N.N.E. Within five miles of Loon Portage granite appeared and continued to within ten miles of Rainy Lake. For the next thirty miles there was banded gneiss having a strike to the north-east and a dip to the north-west, varying from 45 to 70 degrees. Near the Narrows of Rainy Lake appeared a belt of Huronian formation some eight or ten miles wide, composed of talcasse, chloritic, siliceous and greenstone slates, having a strike to the north-east and a dip to the north-west. This formation continued along the Seine River to the Indian reserve.

THE AGENCY OF MR. PITHER.

After visiting and inspecting the reserves of Naitameecomicki-kung, Mickiseese, and Gobah, I proceeded to the Agency, and I arrived there on the 24th June, but

finding that the Agent had gone to Winnipeg, I went to Fort Francis, where nearly all the chiefs and councillors, with about 300 of their people from every part of the district were assembled, to obtain further information relative to the Rainy Lake bands. It is the habit of these Indians to meet annually, when they remain for five or six weeks, partly to receive their annuities and partly to celebrate their various pagan ceremonies and traditional war dances. Gambling is also largely indulged in at these gatherings where mostly all the money received from the Government is squandered, and much valuable time is lost when the cultivation of their gardens should be attended to. On the following days I succeeded in having an interview with the chiefs, but was interrupted in the beginning of my investigation by a dog feast. This grand ceremony was performed in an oblong space, called the great medicine tent, which was surrounded by a frame-work of saplings interwoven with branches, open to the view of all, and occupied the greater portion of the day. From this rude pavilion hung pieces of cotten print, blankets and other articles which had been presented, as offerings, to the Gitche Manito by devotees to secure health and success in hunting, and which were afterwards distributed among the medicine men by parties appointed for the purpose. In the centre of the enclosed space, stripped of its bark and embellished with red paint, was an upright post of wood about four feet in height and three inches in diameter, around which were a number of small birch-bark baskets containing offerings of bread, tobacco, &c., to the Great Spirit. Seated within the enclosure were a number of men and women all of whom were connected with the quasi-sacerdotal order. The performance of diverse magic spells and mystic rites occupied nearly the whole day. In the afternoon they feasted on the dogs prepared in honor of the occasion, and in the evening partook of a mess of porridge, but previous to taking the latter meal several of the celebrants seated themselves around the Manito post and, after some muttered invocation, proceeded to eat little cakes of unleavened bread which had formed a part of the sacred offerings. At the conclusion of these festivities I was enabled to finish my enquiries of the Rainy Lake Indians.

Nickickooseminicon Reserve.

The few places adapted for farming on this reserve, lie along the banks of several small streams, where the soil is mostly composed of coarse sand, with a light covering of vegetable mould. The rest is rocky, and timbered with spruce, red pine, and a scattering of white pine, with poplar on the low-lying ground.

The chief and councillors acknowledged having received all the implements to which they were entitled, but greatly desired to have twelve more axes, and twelve grub-hoes, to aid in preparing and cultivating their land. They stated they were ready to receive the balance of their cattle.

Stangacoming, Rainy Lake Reserves.

The soil of this reserve is of a sandy nature, and only a small extent suitable for cultivation.

The chief Gobah wishes to obtain the balance of the implements to which the band is entitled, together with several articles claimed to have been omitted from the chest of tools received. He stated that several of the cattle died last winter, owing to scarcity of hay.

Rainy Lake (Mickiseese) Reserve.

The soil of this reserve, composing the limited portion fit for tillage, is generally of a sandy character.

An urgent desire was expressed for seven axes, seven scythes, seven spades, nine grub-hoes, and one grindstone, and also for several articles represented to have been missing from their chest of tools.

The chief complained that the agent had sold $100 worth of hay from the reserve, and never accounted for it. I afterwards, on enquiry of Mr. Indian Agent Pither, concerning the matter, was informed that he had forwarded the amount in question, by cheque on the Ontario Bank, Winnipeg, to Mr. Acting-Superintendent Provencher.

The chief's daughter, a widow, returned to her father, and received annuities for herself and her three children at last payment. Her husband was an American Indian. The woman's status was not necessarily impaired by such marriage, but according to my interpretation of the Indian Act, her children are not entitled to annuities from the Crown.

Naicatcheewinan (Washesconce) Reserve.

On this reserve, in low-lying places, there is some rich vegetable mould, having a mixture of clay and sand for a subsoil, but the general character of this reserve, as well as the others on Rainy Lake, is rocky and unfit for extensive farming.

This band stated that six axes, eight hoes, one cross-cut saw, and four scythes, as well as a few carpenter's tools, were required.

Wabigon and Eagle Lakes Reserves.

Having procured a guide to this reserve, I left Fort Francis on the 27th, and reached Wabigon Lake on the 30th. Next day, finding that the band moved from this reserve, I made a careful examination of it, and then proceeded to discover the whereabouts of the chief and his people. At length I found them on an island, some 20 miles away, where they had gone for the purpose of canoe-building. This band is divided into two sections, the main body being located on Lake Wabigon, while the smaller portion is settled at Eagle Lake. The soil at the former locality is of a sandy nature, with white clay subsoil.

All the young men are working occasionally on the Canadian Pacific Railway, but complaint was made that their employers frequently cheated them out of their wages.

Other sources of income are the sale of fish along the line, and the gathering of wild rice.

Further complaints were made that, notwithstanding their remonstrances, white men took their canoes and timber from their reserves.

I was asked whether Natakamekook, a woman born on the reserve, a member of the band, and married to Menawekeseequesing, an American Indian who had lived among them for the past nine years, should not be entitled to receive annuity. It appeared that she had been paid in 1874 but not since. I told them that according to the Indian Act she was entitled to payment. Afterwards I brought the matter before the attention of the Agent, who said his practice was to exclude from payment all women belonging to the bands in his Agency who married American Indians, because women who married these Indians became possessed of all the privileges pertaining to them, and that the additions in the one case counterbalanced the exclusions in the other. I showed him where he allowed himself to be mistaken, by quoting the 13th clause of the Indian Act, wherein it is provided that "any Indian woman marrying a non-treaty Indian while becoming a member of the irregular band of which her husband is a member she shall be entitled to share equally with the members of the band of which she was formerly a member in the distribution of their moneys." This band ask for 28 grub hoes, 13 axes, and 12 scythes.

On the 2nd of July I crossed the Eagle Lake Portage, a distance of seven miles, and visited that section of the band. The soil on this portion of the reserve is a mixture of clay and sand with considerable vegetable compost, very mellow and well adapted for potatoes, which are produced in abundance.

The band urgently requests, owing to encroachments of outsiders, that the reserve be surveyed as soon as possible, and also that their cattle be delivered on the

reserve this winter promising that a stable and an ample supply of hay would be in readiness. There is now at the Agency a yoke of oxen requisitioned by the Agent, for this band, and delivered to him two years ago. A material saving may be effected by giving this yoke to some other band in proximity to the Agency entitled to them, as cattle can be most conveniently transported to this reserve from Prince Arthur's Landing by rail, or from Winnipeg by rail and ice.

Lac Seul, Trout and Sturgeon Lakes Reserve.

I found considerable difficulty in procuring guides who were acquainted with the route to this reserve, and those who did know the way were deterred by the long and tedious portages to be crossed. At length, however, I obtained the services of experienced voyageurs, and proceeded on my journey, reaching Lac Seul on the 5th of July. After making an exhaustive examination of the upper section of the reserve, I pursued my course to the Hudson Bay Company's post, visiting the gardens of the middle section along the way. Here I met the chief, David Cromartie and his councillors, when all matters with regard to the bands were inquired into and discussed. Subsequently I visited the clearings on the lower section. Remote as this reserve is from civilizing influences, it shows, by its extensively cultivated fields, an industry worthy of example to others situated in more favorable localities. The soil in general is well suited for cultivation, being composed of white clay in some places and in others coarse sand covered with decayed vegetable matter. The band, formerly scattered about Lac Seul, Trout and Sturgeon Lakes, has now nearly all settled on Lac Seul. Trout Lake has been entirely abandoned, and only few are remaining at Sturgeon Lake. I visited a very superior and capacious root-cellar excavated in a favorable locality, for the convenience of the band, the interior of which being substantially timbered and partitioned, and admirably designed for the storage of potatoes and protecting them from frost.

The implements asked for are 10 spades, 8 scythes, 25 hoes, 17 axes, 8 hay rakes, 8 garden rakes, 3 ploughs and 3 harrows. With the exception of one ox all the cattle received died from starvation. They wish to obtain a yoke of oxen instead of the two cows still due them, and are prepared for their reception with stabling and hay.

This is the only band within the Agency that has erected a school-house, which is a model of its kind, being neatly and comfortably walled, roofed and floored, but most inconveniently situated for the accommodation of the Indians, being situated four or five miles from their nearest dwellings. The Agent has made arrangements with the Hudson Bay Company's officer at that place to complete it for $100, and the Indians request that a teacher be sent them this winter, as the building will then be ready, and also that their reserve be surveyed at an early day.

Mattawan and English River Reserve.

After encountering a succession of contrary winds, I reached this reserve, or rather that portion of it on which the chief resides, at the confluence of the English and Mattawan Rivers, on the 9th of July. Chief Sacketcheeway was at Rat Portage at the time of my visit, but one of his councillors was at home and able to answer all enquiries. Next day I visited the gardens belonging to this section, and found them situated on an island in Shoal Lake, up the Mattawan River, about ten miles. The soil is of a sandy nature. There are two other sections, one being located thirty five miles down the English River, at Assuhascusewecan, and the other on Lake Wabaska. Their farming is mostly limited to the cultivation of potatoes which are very carefully attended to.

They complained that they received no seed of any description this year, and request that a supply of potatoes, barley and corn, be sent them next spring for that purpose. They ask for 10 axes, 10 grub hoes, and 10 scythes, as well as the two cows still due them, saying that they would have plenty of hay and good stables ready this winter for them.

The chief is in no hurry for a school, but the English River portion of his band are desirous of having one.

Returning by way of Wabaska Lake and the Wabigon River, I reached Wabigon Lake on the 13th of July, and after another interview with the Indians there, resumed my journey, making a detour on my way back to the Naicacheewinan Reserve, and again reached Coutcheeching on the evening of the 17th. The Agent had returned from Winnipeg and made payments to the several bands, on the preceding day. Next morning I called upon him and made a thorough inspection of his office.

The general business of the Agency is transacted satisfactorily, with the exceptions of some errors in the payments, which are attended to in other places, and the manner in which some thirty annuitants are designated on the pay sheets without entering their names; for example, "1st son, 2nd son, 1st nephew, 2nd nephew, daughter, son's daughter, son's family, sister, mother and widow" are written instead of their proper names which leads to confusion and makes irregularities difficult to discover.

Quite as many Indians now camped around Fort Francis as when I left for Lac Seul, and I learned that they remained there during my absence. I also learned that four whiskey dealers from the Canadian side, had established themselves on the American side of the rivers, and were doing their utmost to sell liquor to the Indians. I am able to state with much pleasure, however, that the designs of these unprincipled liquor vendors were almost entirely frustrated by the active measures adopted by Mr. Lyon, Stipendiary Magistrate from Rat Portage, several of the citizens and chiefs of the different bands, so that with but few exceptions the drinking was confined to a small number of half-breds. The people of Fort Francis are apprehensive of the serious consequences which may ensue unless stringent measures are adopted to prevent this nefarious traffic. The following is a copy of a letter from them addressed to me on the subject:

FORT FRANCIS, 19th July, 1881.

E. McCOLL, Esq.,

Inspector of Indian Agencies,

DEAR SIR,—We, the people of Fort Francis, cannot but express the pleasure we feel in receiving a call from you at this critical juncture, affording us an opportunity of expressing our desires and representing our grievances. You are aware that at this point Canada is separated from the United States by Rainy River, and that a number of lawless persons, the greater number of whom have fled from justice, and have located themselves on the American side of the river, having a large quantity of intoxicating liquors in their possession, brought there for the purpose of barter and sale to the Canadian Indians during the time of their annuity payments. Had not stringent measures been taken to prevent the introduction and sale of intoxicants to the Indians at a time when they had money to purchase the consequences might have been serious. A number of the residents at this place organized themselves into a police force, with the assistance of the stipendary magistrate, and called in the assistance of a number of Indians and by this force, the shore of the river at Fort Francis was guarded against the intrusions of those worthless and abandoned wretches who make a living in defiance of law, and in the destruction of their fellow-creatures. Those who were employed as constables discharged their duty faithfully, and the dreaded evil was averted. We sincerely trust and hope that before another year the Government of Canada may be pleased to make some provision to protect their subjects in this remote locality, as at present we cannot say that we feel secure, owing in a large measure to the unsettled state of the country, mainly caused by the delay in settling the question of the boundary of Ontario. And it is most desirable that correspondence be opened with the United States authorities with a view to having

an officer placed by them on their side of the frontier to prevent lawless agg resions, otherwise consequences of a serious nature may arise.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) J. STEELE FOWLER,

In behalf of the citizens of Fort Francis.

I called a council of the Rainy River chiefs and councillors, Mr. Indian Agent Pither being present, and elicited from them the information desired. This I was afterwards able to supplement by visiting and inspecting the several reserves on my way down the river. It may be as well to state here that the implements asked for are, in nearly all cases, in excess of what they are entitled to, but their requests were so importunate that I consented to submit them to the Department.

Little Forks Reserve.

The soil on this reserve is sandy with clay sub-soil. Two families belonging to this band cultivated ten acres with no other implements than wooden hoes and a broken iron one. The chief asked for the use of his band, 20 axes, 15 grub-hoes, and 1 grindstone.

A mission school is established here.

Manito (Kecteheckuikaka) Reserve.

On this reserve the soil is rich loam with clay sub-soil. The implements asked for were 20 axes and 12 grub-hoes.

Manito Rapids (Maskeekeeminie) Reserve.

The soil of this reserve is of the richest loam. One family belonging to the band, but located outside of the reserve, felt disturbed by the threats of white settlers to deprive them of their holding, but I assured them that the Government would allow no interference with locations occupied by Indians before treaty was made with them.

The implements asked for were 20 axes and 12 grub-hoes. They want the balance of their cattle, having only received one cow and two oxen, and would like to have another ox instead of the bull to which they are entitled.

Long Sault (Neshotoy) Reserve.

The chief stated that a quantity of their corn and wheat had been destroyed last year by their cattle, and they were only able to plant twenty bushels of potatoes this year, owing to scarcity of seed.

Shnaweeconche's son died before payment, but, notwithstanding, his annuity was paid to his father, contrary to the regulations of the Department.

The implements asked for were 28 axes and 15 grub-hoes.

Long Sault (Mawintospenessi) Reserve.

The soil of this reserve is of the richest loam.

A mission school is conducted under the auspices of the Episcopalians, but is very indifferenty attended.

The implements asked for were 35 axes and 15 grub-hoes.

Hungry Hall (Kaibaicabowectung) Reserve.

The soil is very rich, and well suited for farming except where flooded from the river and the lake.

The implements asked for were 20 axes and 10 grub-hoes.

Hungry Hall (Miskokisick) Reserve.

The most of the land cultivated by this band is on the American side of the river, where the greater portion of the Indians reside. The soil of the reserve is very fertile and admirably adapted for stock raising, on account of the abundance o hay available.

One of the councillors (Chinquanaquot) drew for himself and six of a family in 1880 and 1881, whereas he had only five. When the attention of the Agent was called to this imposition, he said that he would correct the mistake before sending in the pay-sheets which will be noticed, on reference to the same was done.

The implements asked were 18 axes and 10 grub-hoes.

The land along Rainy River is of exceptional value for purposes of cultivation, and many white settlers have already located upon it. The Indian reserves along its course are the most valuable in this Agency, but the physical appearance of the district northward from Coutcheeching corresponds closely with that which has been previously described, until the height of land is passed which divides the waters flowing south from those flowing north, where the country is rocky and sterile. Afterwards there is a marked improvement, which begins to be apparent before Wabigon Lake is reached, the land increasing in agricultural value all the way to Lac Seul and its affluent, English River.

There is a decided advancement among the northern bands, in buildings and agriculture. The bands on Rainy Lake expressed their willingness to have schools, but have not made the first effort towards erecting school-houses. They, together with those along Rainy River, appeared to be much more concerned in maintaining that it was the duty of the Government, and not of the Indians, according to the terms of the treaty, to build and complete the school-houses. In proof of this interpretation, they mentioned that they understood school-houses had been erected and furnished by the Government for the Indians elsewhere, and referred to the one at St. Peter's, a drawing of which, taken by Chief Mawintoopesse during his visit to that reserve, was exhibited to me. I endeavored to disabuse their minds with regard to the false impression they had formed relative to the conditions of the treaty, but at the last meeting I had with the chiefs, at Fort Francis, Chief Mawintoopenesse, acting as spokesman for the rest, reiterated what had been said regarding the provisions of the treaty. They all agreed with him that upon this, and no other, understanding they would be willing to have schools. They objected to mission schools, as they did not wish their children to be taught Christianity. Mr. Indian Agent Pither mentioned that the Indians refused to accept the pasteboard tickets which had been issued by the Department for the purpose of being used at the annual payments. The reason given for this refusal was, that the Agent informed them unless the cards were preserved their annuities would be forfeited.

Timber.

The character of the timber showed little change after leaving Rivière la Siene. On the Nickickasseminicon Reserve are spruce, birch and red pine, interspersed with a limited amount of white pine, poplar being confined to the low-lying ground. Gobah and Mickiseese Reserve on Rainy Lake, and thence northward to Washesconee's Reserve, have the same prevailing varieties, which only in few places appeared to be of much commercial value. Little change was apparent northward until Manito River was reached, where an improvement was manifest, red pine becoming predominant, with a small proportion of white pine. The red pine was the finest I noticed along my route, while the white pine was of a fair quality. After passing into Manito Lake, all the country that was visible appeared to be covered with the same varieties, but there was soon a marked deterioration in the quality. Pine continued to be prevalent with birch, spruce and poplar intermixed to some extent, and the same general characteristics prevailed, except where, within recent years, fires had destroyed much of the timber, until the height of land was passed

and the Wabigon Lake district reached, where poplar began to be abundant, indicating the improved nature of the soil. Spruce, birch, poplar and pitch pine are the prevailing varieties in the Wabigon and Eagle Lake Reserve. Farther northward the timber was principally poplar, with tamarac in the swamps, and birch, spruce and several varieties of inferior pine in higher localities. These distinguishing features characterize the Lac Seul and Mattawan Reserves, as well as their surrounding districts.

The timber along Rainy River consists of poplar, spruce, balm, oak and elm, sufficient for the purposes of the reserves, but of little commercial value, except at the upper end of Kaibaicoboweetung's reserve, where are several patches of superior red pine.

Geological Features.

Along the western portion of Rainy Lake I saw nothing but granite and gneiss, having a north-easterly strike; but going north, along Manito River and Lake, a broad belt of Huronian formation presents itself, composed of greenish and greyish strata, having a slaty structure, and consisting of cloritic, argillaceous, talcose, silicious and diaritic slates, with inter-stratified beds of massive diorite. At first the strike was 10 degrees north, but gradually turned northward to north-east, the dip changing from 70 degrees north-west to vertical, and back to 70 degrees south-west. These rocks continued to Wabigon and Eagle Lakes, and it is claimed that gold has been discovered in the district. In Eagle Lake a change takes place, and the eruptive granite makes its appearance. This change becomes even more conspicuous on Lac Seul, where the granitic formation largely predominates, but occasionally the chloritic, said to be of a metalliferous character, appears.

THE AGENCY OF MR. MCPHERSON.

After finishing my inspection of Mr. Pither's lands, I crossed the United States boundary, opposite Hungry Hall, to make enquiries regarding some Indians who have their homes and gardens there, but receive annuities in Canada. I learned that a number of the members of Pawawassin's band, North-West Angle, were living there. The following was elicited from those Indians, and compared with the remarks on the pay-sheets:—Kakiskaipeness, councillor, states that he formerly drew payment for nine of a family, but one member withdrew from treaty two years ago in order to maintain their holdings in the United States, whereas the pay-sheets show that he still draws for nine; Wabanaquebe states that he only draws payments for seven of a family now, he himself having withdrawn from treaty this year for the purpose mentioned in the preceding case, whereas the pay-sheets show that his boy, and not himself, withdrew; Kakickit, councillor, draws payment for five of a family; Peenascewit only draws payment for five of a family, having himself withdrawn from treaty this year, for the same reason as those above given; Nahoopeetung draws payment for a family of three; Mayshcekeash's widow stated that they withdrew from treaty two years ago, whereas the pay-sheets show they are still receiving their annuities; and Wametekosh stated he also withdrew from treaty two years ago for the reasons already set forth in the other cases referred to. I desire to call the attention of the Department to the foregoing, as well as to the fact of their planting and cultivating gardens in the United States with the potatoes and implements given them by Canada, while their possessions in this country are neglected.

Buffalo Bay, Lake of the Woods Reserve.

Leaving the mouth of Rainy River on the 22nd of July, I pressed on with the design of inspecting the different reserves on Lake of the Woods, but a fierce gale of wind compelled me to take shelter in a bay on the Minnesota coast for forty-eight hours, and I did not reach Buffalo Bay until the 25th, when I visited the location on the War-path River, Minnesota, occupied by Ayashawash's band, and found none at

home. Next morning I inspected their reserve on this side of the boundary. There was only one house on it, and but a couple of acres under crop. The soil is gravelly lime, mixed with sand and clay, and the arable land is confined to a narrow strip along the lake. Upon my arrival I met Mr. Vaughan, who was about commencing the survey of the reserve. I also met the chief returning from the payment of annuities at Assabaskashing, and he asked, for the use of his people, six axes and six grub-hoes. He stated that several of his band withdrew from treaty in order to retain their American holdings, but that he, himself, and the rest of the band intended soon to settle permanently on their reserve in Canada.

Big Island, Lake of the Woods Reserve.

This reserve was inspected on the 26th. The soil is very fertile, being composed of alluvial and vegetable deposit of considerable depth. The gardens were the largest and best cultivated yet visited. The implements asked for were twelve axes and 12 grub-hoes.

Pushing onward, and visiting the different reserves along the way, I arrived at Assabaskashing on the 27th, inspected the office and the store-house, and found everything satisfactory with the exception of the cases regarding the payment of annuities to Indians living in the United States, already alluded to. As nearly all the Indians of Lake of the Woods were assembled at Rat Portage to meet the Governor-General, I resolved to proceed there without delay, in order to meet them before their dispersal. I arrived at Rat Portage on the 28th, but His Excellency did not reach there until the evening of the following day, and it was impossible in the interval to do any business with the Indians, therefore I took passage by tug to Whitefish Bay, returning on the 29th. On the 30th, after the departure of His Excellency, I collected all the chiefs and councillors together and conducted my enquiries, Mr. Indian Agent McPherson being also present. Chief Pawawassin, speaking for all the Indians of Lake of the Woods, said that he knew teaching was a great and good thing whereby knowledge was acquired, but that the conditions of the treaty had not been carried out by the Government in this respect, as schools were promised wherever they desired them, but now they are informed that they cannot have them unless the school-houses are erected by themselves, which they are unable to do owing to their poverty. Another serious difficulty to the introduction of schools among them is, many of them are not yet settled on the reserves. For these reasons they are not quite prepared for schools now, but he hoped the time would come when the children of the Indians would be taught like others, and enjoy the same advantages. They objected to mission schools being established on their reserves, as they did not wish their children influenced to forsake the religion of their fathers. The Indians stated that the severity of the frost last winter destroyed much of their potatoes, and considerable suffering followed, which had been partially alleviated by assistance received at the Agency from supplies in store for aged and infirm Indians, and from mouldy seed-grain which had been lying for years in the storehouse; and that in consequence of the flooded state of the reserves last year, they were unable to procure a sufficient quantity of hay to winter their cattle, and therefore many of them perished from starvation. An account of Hector McDonald, of Rat Portage, amounting to $115.62, against the chief of Big Island band, for about four tons of hay taken from Birch Island, was handed me. The chief frankly acknowledged that about two tons were appropriated by his people to keep their cattle from starving, and that he offered to replace the hay this year, but nothing but money would be accepted, and this he was unable to give. Mr. Indian Agent McPherson informed me that he also was handed an account for this alleged offence by the same party, amounting only to $50.

The following implements were asked by the respective bands mentioned, viz.: North-West Angle (Pawawassin), twelve axes and twelve grub hoes; North-West Angle (Conducumicowininie), six axes and six grub-hoes; North-West Angle (Nootinaquaham), five axes and five grub-hoes; Whitefish Bay, nine axes and nine grub-hoes; Assabaska (Naitumeequom), fourteen axes and fourteen grub-hoes:

Assabaska (Kataitaiboohcoot), five axes and five grub-hoes; Shoal Lake (Sheesheegence), six axes and six grub-hoes: Shoal Lake (Shawineepeness), eight axes and eight grub-hoes; and Rat Portage, twenty-four axes and twenty-four grub-hoes. Upon consulting the Agent as to what implements were still due these bands, he said he was unable to obtain a list of the number of articles given them before his appointment, and as no correct record was kept at the Indian Office in Winnipeg until 1877, it is impossible to ascertain the exact number supplied.

Islington Reserve.

I left Rat Portage on the 1st of August, and arrived at this reserve on the following day. This band possesses the most extensively cultivated clearing, and is further advanced in civilization than any yet visited. The soil is loam with clay subsoil. The school is held in the Episcopal Mission Chapel and is the only one on the Agency. The teacher, Mr. Richardson, was away for his vacation, and I was unable to examine the school. Since the beginning of the year whiskey was twice brought on the reserve. The Agent had two of the scoundrels arrested and confined in the lockup at Rat Portage, from which they managed to escape in about a week. At the latter place no effort was apparently made to put a stop to the traffic although it was freely dealt out to the Indians after the payment of their annuities; but at Assabaskashing during the payments the vigilance of the detectives employed prevented any infraction of the law in this respect. Owing to the extreme scarcity of hay, notwithstanding the assistance given by the Government, this band lost twelve head of cattle from starvation during last winter. The following implements were asked for: 24 axes and 24 grub-hoes. The reserves throughout this Agency are principally of a rocky character, but the limited quantity of soil on them is very productive and well adapted for the cultivation especially of corn and potatoes.

Timber.

There is excellent timber on several of these reserves, but generally it is only sufficient for the requirements of the reserves and of little marketable value. A number of complaints were made that certain parties trespassed on the reserves by cutting and removing large quantities of timber therefrom. Macaulay, a lumber dealer in Winnipeg, took upwards of 800,000 feet from Whitefish Bay Reserve, and about sixty-eight trees from Mustumeequam's Reserve at Turtle Portage; and John Mather, lumber dealer, at Rat Portage, took a large quantity of red and white pine, from that portion of Pagoonakieskick Reserve, about seven miles south-east of Rat Portage. The Agent informed me that, in January last, he endeavored to put a stop to these trespasses, but that notwithstanding their having been forbidden they persisted in robbing the reserves of the most valuable timber.

Geological Features.

The only exposures of rock along the Rainy River were at the Manito and Long Sault Rapids, where a coarse granite trap made its appearance, having an easterly strike by 10 degrees north and dip 80 degrees north. The southern part of Lake of the Woods is low and flat, and the rock formation does not appear for some miles north of the boundary line. I saw fine specimens of lignite coal which had been found on the shores of Buffalo Bay and vicinity. The Huronian series occupies the northern portion of the lake, such as the dioritic, chloritic, talcose, siliceous and fine-ground micaceous slates, interstratified with beds of massive dioritic and an occasional bed of ferruginous quartz. The strike is generally in a north-easterly direction. Gold has been discovered in a number of veins in the vicinity of Rat Portage, but the veins are all segregated and very irregular. In the *Progress* newspaper office there were to be seen fine specimens of free gold from the different locations. The Winnipeg River, throughout its whole length, runs through Laurentian gneiss and granite.

THE AGENCY OF MR. KENT.

Fort Alexander Reserve.

I arrived at this reserve on the 6th of August. The improvements on the reserve were very marked, compared with last year, both in respect to the enlargement of clearings and to the amount of acreage under crop. The two schools under the auspices of the Episcopal and the Roman Catholic Churches are supported by the Government. I was unable to examine the former, for the teacher, Mr. Anderson, was absent taking his holidays, but I was informed the attendance of pupils was very irregular. Mr. Tabouret, the teacher of the latter, had resigned, owing to the inadequacy of the salary received, the appropriation of $300 being divided between the two shools. Fathers Dupont and Madore informed me that they intended to re-open it on the 1st of September. Mr. Indian Agent Joseph Kent complained that subsequent to the survey of the reserve the Hudson Bay Company had surveyors run a line behind their post there, cutting away one-half of the lots of the Indians settled for two miles westward along the river. He stated that some vaccine had been left with him for the purpose of vaccinating the Indians in his Agency, but that he was afraid to use it, as some of the children were affected with various constitutional diseases, and, therefore, that he considered it imprudent to use matter from them. For this reason he considered that it would be advisable to employ a medical man. He asked that the following implements be supplied to the band, viz.: 24 axes, 36 grub hoes, 22 scythes, 2 ploughs and 2 sets of harrows.

Black River Reserve.

There is no school house on this reserve, but Mrs. Hope occasionally teaches a few children who collect either in her house or in her wigwam. There is a slight improvement noticeable in the cultivation of the gardens on this reserve. The Indians ask for 7 hoes, 2 spades, 4 scythes, 2 ploughs and 1 harrow.

There was a gradual improvement in the character of the land along the Winnipeg River for about fifty miles before reaching its mouth. Between Les Sept Portages and Bonnet Lake the soil becomes of a really superior character, being composed of a rich loam with white clay and decomposed limestone subsoil. White settlers have taken up a number of locations from the vicinity of Pine Portage downward to the reserve. At Pine Portage there is a saw mill and at the lower part of the reserve another, both of which afford considerable employment to members of the band.

Timber.

The timber which had been mostly pitch pine along a considerable portion of the river, and of an inferior quality, was gradually supplanted by poplar as the soil improved. The timber was of small dimensions and of little commercial value.

THE AGENCY OF MR. MUCKLE.

Broken Head River Reserve.

I arrived at this reserve on the 8th but could merely inspect the gardens, as all the Indians except a few women and children had gone to St. Peters expecting to see the Governor-General, whom they were informed was to visit that reserve. After examining the different patches under cultivation, and finding but little improvement within the last year, I resumed my journey and reached St. Peter's in the evening of the same day. Next morning according to appointment I met the Broken Head and the St. Peter's Bands in the school house. The Chief and Councillors of the former stated that a number of those living near the lake intended to remove up the river where the land is higher, as their crops had been destroyed this year on account of being flooded.

There is an Episcopal Mission school established on the reserve, but the heathen portion of the band do not send their children to it as they have an aversion to religious instruction. The implements asked for were 18 axes, 18 grub hoes and 6 scythes. I discovered grave irregularities and fraudulent transactions in connection with the payment of annuities to certain members of this band.

The following disclosures were elicited in my investigations: Charles Chief, a creditable Indian, informed me that one of the wives of Pashangee, Councillor, under an assumed name received $30 annuity, whereas Pashangee himself afterwards drew for his family including the wife referred to. When Pashangee was called upon to explain he was missing. The Chief stated that he did not know anything concerning the alleged fraud, but he was aware Pashangee had two wives and five children, whereas according to the pay-sheet he received payment for ten. William Henry Prince also stated that this woman, under the name of Mis-koo-koo-na-yak, drew payment for eight of a family last year, having previously received payment with her husband. A reference to this pay-sheet corroborates this statement. Charles Chief further stated that Ashpanapenais' wife, after having been paid with her husband, drew payment for herself and two of her children. He could not remember the name she called herself, but knew she was paid in the same manner the year before.

Kahkokayouenin received payment for three of a family, viz., himself, wife and son, whereas he is an unmarried man. George, son of Penaimwanaguat, is receiving his annuity with his father, and for the last three years is also drawing it in his own name. Atzsisseekeekeywaskung, councillor, draws for a widowed daughter and two children living at Red Lake, in the United States, where she had gone before the the date of treaty and has been residing there ever since, and consequently not entitled to annuity, according to the 11th section of the Indian Act. Meehakequau, councillor, was accused of receiving payment for a larger family than he had, but he denied this, stating that he only received annuity for six, whereas the pay-sheets show that he was paid for a family of twelve. Shagoun, or Sheshequis, a single man, being in jail during the payments and not entitled to his annuity, according to the 82nd section of the Indian Act, was personated by his brother (Nahahqeeseequip) and paid for a family of four. The wife of the latter, representing she was a widow with three children, also fraudulently obtained the sum of $20. Mahkoykoneloik, representing herself to be a widow with three children, drew annuity for four, whereas her husband is living and drew payments for the whole family, thus defrauding the Government of $225.

St. Peter's Reserve.

A gradual improvement in agriculture was manifested. Statute labor was performed this year, and the roads are in a better condition than formerly. A number of cattle died from starvation last winter owing to the hay being destroyed by floods. The Indians complained of the encroachments of white settlers upon their possessions. They also complained that the amount of drunkenness at the payment of annuities last summer was unprecedented; that one of the constables employed was intoxicated, having drank one quart bottle full of liquor himself, and that no effort appeared to have been made to prosecute offenders. At Selkirk during last summer the dissipation of the Indians was most deplorable, for the demoralizing effects of intoxicating liquors left the semblance of humanity scarcely discernible.

Rev. Mr. Cochrane, teacher of the lower school, is a most efficient instructor, and has unquestionably the best school in the Superintendency. He complains of the imperfect and incomplete manner in which the schoolhouse was furnished with desks, seats and other necessaries.

This reserve is rapidly being denuded of its most valuable timber by the Indians for the purposes of traffic. The widow of Francis Rose was paid annuity for her deceased husband, who died in the previous May. John Sinclair (No. 1), formerly a member of this band, but now belonging to the Island bands, and living at

Jack Head, Lake Winnipeg, is represented on the pay-sheets as drawing annuity for himself and family here since 1871, whereas he is also represented as receiving annuity at Jack Head since 1878, with the exception of last year, when he was refused payment by the agent.

THE AGENCY OF MR. MACKAY.

I went to Winnipeg on the 11th of August, where I remained until the morning of the 16th getting supplies for my northern trip, attending to official correspondence and other duties which had accumulated during my absence. In order to expedite my inspection of the remaining Agencies, as the season was advancing, I took passage per steamer "Colville" from Selkirk to Grand Rapids. Arriving there on the 19th, and finding the Agent absent paying annuities, I inspected the

Grand Rapids Reserve.

Scarcely any progress in farming is noticeable on this reserve. The Indians have an apparent aversion to agricultural pursuits. Many of them are employed on boats and steamers during the summer, while others depend principally upon the abundance of fish available for their subsistence.

Wm. Chief, formerly a member of the St. Peter's Band, residing and receiving annuity here for himself and family since 1877, states that he requested, in that year, Chief Henry Prince to discontinue drawing his annuity at the former place, whereas it appears that his annuity was not only drawn, but also for a larger family than he has, by either Chief Henry Prince or by his son Wm. Henry up to this year.

The Indians of this band complained that the Agent refused to pay their annuities on the reserve as formerly, but compelled them to go about four miles across the portage to his Agency.

The chief and other Indians also complained that Abraham Scott, a member of the band, at the request of the Agent, cut enough poplar timber on the reserve to make 100 planks. The Agent admits that he agreed to purchase the above quantity of lumber from Scott on condition that the band would be agreeable, but being informed that some of the Indians objected he refused to take it. The Mission School diligently conducted for several years by Mr. Badger, was temporarily closed, owing to the teacher having gone to college.

This band asks for twenty-four axes and twenty-four grub hoes.

Moose Lake Reserve.

I arrived at the Chimawawin portion of this reserve on the 25th, but all the Indians were off to Moose Lake except a couple of families.

A school was asked for by this section of the band, but there is no schoolhouse yet erected on the reserve, nor is there any immediate prospect of a sufficient number of Indians permanently settling on it to justify the granting of their request. An Episcopal Mission School was opened last May, but the teacher's qualification is very limited, and only teaches Cree in syllabic characters.

They also ask that their reserve be surveyed in order that they can protect their timber lands from trespass.

They were in a starving condition last winter, owing to the extreme scarcity of fish and muskrats, upon which they chiefly depend for their living. They went to the Agency for relief, but were informed that the supply of provisions in store was nearly exhausted, and only received a trifling quantity to bring them home. Were it not for the timely assistance rendered by the Hudson's Bay Company the consequences might have been deplorable. It is impossible to make much advancement in agriculture on this reserve or any other in the district on account of the limited quantity of land available for cultivation, and of its unsuitableness for that purpose, nearly the whole country being flooded with water.

I arrived at Moose Lake on the 26th, and had an interview with the Indians the same day. They informed me that they never experienced such destitution as last winter, but that the gratuities given them by the Hudson's Bay Company prevented actual want, and enabled them to get along without assistance from the Agency. The water was so high last year that they were not able to secure hay for their cattle, and were obliged to feed them during the winter on bulrushes and hay obtained on the ice. One cow was killed by order of the chief, and another died from an injury received.

The number of implements asked for are as follows, viz.:—Seventeen grub-hoes, nine axes, two grooving picks, and one pit saw.

The Pas Reserve.

The extreme suffering from destitution prevailing last winter, especially at Pas Mountain and Birch River, caused by the unusual scarcity of fish and muskrats, and the injury to crops by summer frosts, was so very great that the Indians were reduced to skeletons. In their extremity they applied to the Hudson's Bay Company, as well as to the Agent for provisions, receiving from the former limited quantities at a time as the urgency of cases demanded, and from the latter 592 pounds of flour, 420 pounds of pork, and fourteen pounds of tea. If this assistance had not been promptly given starvation would have been inevitable.

The school is conducted by Miss Budd, who commenced teaching on the 13th of July last, but was closed for vacation during my visit to the reserve. The teacher represented that she was nearly destitute of school material, and requested that a supply be sent her at the earliest possible date.

The Pas Mountain and Birch River Indians are desirous of having their children educated. Last winter an Episcopal Mission School was opened at the latter place. The pupils made some progress under the tuition of Peter Bell, an Indian.

At Birch River considerable improvement in farming is manifested, but nothing of importance at the other localities mentioned.

The implements specially asked for were 150 grub-hoes, 100 axes, one chest of tools, and one grooving pick.

Cumberland Reserve.

Arrived at this reserve on the 1st of September.

Of the garden-hoes received last year, forty-eight are stored at the Hudson's Bay Company's storehouse. The Indians refused to take them considering them unsuitable for the cultivation of that rocky and wooded country.

Seven families having been absent during the payments of 1878, but fraudulently represented on the pay sheets of that year as having received their annuities, request the payment of the amount due them.

The Indians are desirous of having the Government establish a school on the reserve, as the two mission schools were closed. They have not yet erected a school-house on this reserve.

The pangs of hunger were so keenly felt in this part of the district from the causes already referred to, that the Hudson's Bay Company made large advances to the Indians, as the 1,400 lbs. of flour, and the 377 lbs. of pork received at the Agency were inadequate to relieve their suffering.

The Indians asked to be supplied with seventy-five axes and seventy-five grub-hoes.

On my return to Grand Rapids on the 6th I inspected the records and supplies at the Agency. The storehouse is an excellent one, and well adapted for the purposes for which it was intended. The business of the office is transacted in the same building, which is not suitable for the purpose as there is neither partition nor window in it. The pay sheets are neatly and correctly kept.

Seven of the vouchers for distribution of provisions to destitute Indians were not witnessed, and the remainder were witnessed by Peter Badger, who acknow-

ledged that he was not present always when the vouchers were signed by the chief and councillors upon the representations of the Agent, as they were not present when the supplies were issued to members of the band. It is difficult to discover inaccuracies from the system adopted, as the names of parties who have received gratuities do not appear on the vouchers. On the 19th of August the following supplies were received at the Agency for distribution to destitute Indians, viz: 7,411 lbs. of flour, 1,779 lbs. of pork, 221 lbs. of tea, and 133 lbs. of tobacco. On the 1st of May, 1881, these supplies were exhausted. Since then, upon the recommendation of the Agent, no provisions have been forwarded to the Agency for that purpose. It is somewhat remarkable that the Agent should make such a recommendation, when, according to his statement, almost every band has a number of destitute people, who would have perished last winter had it not been for the assistance rendered them from these and other supplies. He also stated that the Grand Rapids Band is the only one which has no helpless old people, orphans or widows, but notwithstanding this, he gave more than one-half of the pork, about three-quarters of the flour, and nearly all the tea and tobacco to this band last winter. He further stated that after finishing the payments at Chimiwawin he went direct to Cumberland to look after starving Indians in the Saskatchewan district and render them all the assistance at his disposal. Although he found them in a very destitute condition, he remained at Cumberland from the 19th of December, 1880, until the 12th of February, 1881, without making any effort to relieve their distress by the supplies in his storehouse.

The triennial suits of clothing for the chiefs and councillors of Treaty No. 5, were only received at the Agency on the 2nd of September after the payment of annuities. No invoice nor instruction accompanied them, but a pencil memorandum stating contents to be nine suits for chiefs and twenty-five for councillors, was written upon the outside of the box. The Agent supposing that he received some extra suits sent one chief and three councillors suits to the Norway House Indians, thus depriving the chief and councillors of the Island Bands of their suits, as the box only contained eight suits for chiefs and twenty complete suits for councillors. The Agent also received last June, two boxes addressed "Prince Albert" in bond from Duluth, which contained each 55 grub-hoes, but as no letter accompanied them, as to what disposition he was to make of them, he did not distribute them to the Indians, neither did he make any enquiries relative to them, at the Indian Office at Winnipeg, although there was such importunities for those implements throughout his Agency. As the different bands embraced within this Agency receive their annuities, on their respective Reserves, with the exception of the Island Band, on Lake Winnipeg, the fragments of the Pas Band at Birch River and Pas Mountain, and the portion of the Berens River Band, at the Grand Rapids of the river and at Poplar River, it would appear desirable that at least the Island Band of Indians living at Hollow Water River, Loon Straits, Blood Vein River, and Jack Head River, should be paid at those several localities, inasmuch as only a trifling extra expense would be incurred, as the Agent has to pass by those places on his route.

The changes in the dates of payments this year obviated the necessity of the Agents waiting at some places as many as ten days, as on former occasions, and no complaints were made by Indians for any delay in receiving their annuities.

Norway House Reserve.

Arrived at this reserve on the 12th and visited the Methodist Mission School taught by Miss Batty, which had been closed for want of a teacher, from the 1st of March, 1880, until the 1st of April, 1881, when it had been resumed by Miss Batty, who has conducted it ever since. In consequence of the lengthy vacation referred to, Mr. Indian Superintendent Graham, on the 2nd of April last, employed Mr. Cookes and instructed him to proceed immediately to Norway House and take charge of the school. The following correspondence relative to the matter was handed me by Mr. Cookes:—

ROSSVILLE, KEEWATIN, 13th Sept., 1881.

SIR,—I beg to inform you, in April last I received the following letter from the Indian Office, Winnipeg, notifying my appointment as school teacher, at Norway House.

INDIAN OFFICE, WINNIPEG, 2nd April, 1881.

No. 2956.

SIR,—I have the honor to inform you that your application for the position of teacher of the Indian school at Norway House, Treaty 5, has been accepted by the Department of Indian Affairs, and that I am directed to appoint you to that position.

I am, Sir, &c., &c.,

L. ARTHUR LEVECQUE,
For the Indian Superintendent.

JOHN M. COOKES, Esq.

I had several interviews with Mr. Graham on the subject of taking over the school from the Methodist Church at Rossville, and my subsequent verbal instruction, in case the Rev. Mr. German, in charge of the mission, declined to transfer the school to the Government, I was to take steps to proceed to Grand Rapids and lay the matter before Mr. Indian Agent Mackay, with the view of procuring or erecting a suitable building for the purpose. Mr. Graham also furnished me with a list of the necessary books, &c., I could procure from Mr. Mackay, if it were found access was denied me on the part of the mission.

I accordingly left Winnipeg on the 16th, and on reaching Norway House I waited upon Mr. German, who stated he had imperative instructions from Dr. Rice, of Winnipeg, to decline accepting any Government nominee. I then consulted with Mr. Ross, Factor of the Honorable Hudson Bay Company, who in June kindly furnished me with a passage to Grand Rapids, in a York boat proceeding there, but I was unfortunate enough to find that Mr. Mackay had left for Red River by Steamer "Colville." I therefore returned to Rossville to await Mr. Mackay's presence at the treaty payments of the Norway House Band, fixed for July 23rd. On his arrival, I informed that gentleman of my position and asked for instructions. I also made him acquainted with the fact that in the interval the Indians had decided to build a schoolhouse of their own, that they were very desirous of securing a Government teacher, and that they had the material ready to commence its erection so soon as he had approved of a site. Mr. Mackay acquiesced in the action of the Indians, and having received no instructions at Winnipeg regarding my position, refrained from offering any opinion, except to suggest that I should lay a statement of what had transpired before Mr. Graham, Indian Superintendent. This I did in the following letter, mailed by the first transient opportunity on August 6th :—

ROSSVILLE, 4th August, 1881.

SIR,—I beg to inform you I left Red River on April 16th for Norway House, and arrived here safely after a long and tedious journey. In accordance with your instructions, I at once waited upon the Rev. Mr. German, Methodist Minister at the village, and laid before him my appointment as Indian School Teacher, asking him to allow me the use of the schoolhouse for the purpose of commencing my duties. This request was met with a point blank though courteous refusal, Mr. German stating that he was acting under imperative orders from Dr. Rice, of Winnipeg, to refuse admittance, or in any way acknowledge the Government nominee. I then asked the Chief, Thomas Balfour, to call a council of the principal Indians, to whom I stated the refusal on the part of Mr. German to allow me the use of the school, and that my instructions were to lay the state of the case before Mr. Mackay, at Grand Rapids. The Indians were much chagrined by the position taken by the

Methodist Mission, and at once determined to erect a schoolhouse of their own, deputing their chief to accompany me and mention the selected site to Mr. Mackay.

Following out your further instructions, I then applied for advice to R. Ross, Esq., in charge of the Hudson Bay Company's Post at Norway House, who at once promptly rendered me every assistance in his power by allowing me to accompany him in his boat to Grand Rapids. On my arrival I found Mr. Mackay had taken his departure by the Steamer "Colville" to Red River, and that I should not be able to see him until he visited the settlement for treaty purposes, on the 23rd July. On his visit, the site selected—on ground apart from the mission—was approved of, and is as central as the peculiar topography of the reserve will admit.

The Norway House Settlement being divided into three communities, viz., Rossville, York Village, and the residents on the upper river, each of these being detached from each other by long water-reaches, it, however, permits the children of the two latter locations to avail themselves of school privileges, whilst the numerous children of Rossville can attend the mission school.

The Indians have displayed considerable energy in acquiring and erecting a suitable building, with rooms for teachers, and I shall now be enabled to gather together upwards of 40 pupils, a number, I am told, capable of increase. I have also the assurance of the heads of the principal families that they will do all in their power to further the wishes of the Government by compelling the punctual attendance of their children, except at the time of their enforced absence, and at the fall fishing and winter hunts.

I am at present at a loss for the necessary books and stationery, and shall be glad to receive a packet at your earliest possible convenience.

This is my first opportunity of being able to report anything satisfactory in connection with my duties, and I avail myself of Mr. Mackay's return to Grand Rapids to forward this, *via* the "Colville" to Red River.

I have the honor to be, Sir,
Your most obedient servant,
JOHN M. COOKES.

JAMES F. GRAHAM, Esq.,
Indian Superintendent.

Up to date I received no reply, but expect to do so at the end of this month by a Hudson's Bay Company official who is to arrive at Norway House. In consequence of a misunderstanding as to the proper site, the schoolhouse had to be pulled down and removed a mile further south along the river. This, with the absence of so many families fishing on the lake, the commencement of hay harvest and the approaching fall fishing, has delayed its completion, and a building recently erected by one of the Hudson's Bay Company's servants has been loaned for the winter, and is rapidly being made serviceable for the purpose. I do not, however, anticipate any possibility of commencing a regular school until the ice necessitates the return of the many families now absent—then the attendance will be large, both from the upper river and York Village; from the former alone, at least 40 children may be expected, and 20 from the latter. I took advantage of the opportunity your visit of inspection afforded to make you acquainted with the position of affairs. I came this long distance at great personal expense, ready to enter upon my duties, and through no fault of my own has the hiatus occurred preventing the opening of a Government school. I trust, therefore, the Department will see fit to authorize the payment of my salary for the full number of pupils I could have obtained from the date of appointment, 2nd April, 1881.

I have the honor to be, Sir,
Your obedient servant,
JOHN M. COOKES.

E. MCCOLL, Esq.,
Inspector of Indian Agencies.

The schoolhouse in course of erection is not on the reserve, but is about the centre of the Indian settlement, and a request is made that a site be granted at the place selected, and that assistance be rendered for its completion for school purposes. The chief states that the band is opposed to a lady teacher being employed, and will not send their children to school.

Simon Bradburn, a member of this band, is married to a non-treaty woman, but the latter was refused payment contrary to the 13th section of the Indian Act. Martha Bayely, married to a non-treaty Indian, received payment for their two children contrary to the 12th section of the Indian Act. Edward Wesley, married to a non-treaty woman, was refused payment of annuity for his wife and child, which is also a violation of the 10th section of the Indian Act. The chief complained that the garden hoes supplied last year were not suitable, and that many of them are still lying in the Hudson's Bay Company's storehouse, the Indians refusing to take them. The following implements were asked for the use of the band, viz.:—200 grub-hoes, 100 axes, and one hand-mill.

Cross Lake Reserve.

Proud McKay, one of the councillors of this band, had been irregularly "suspended" in 1878, by the Indian Agent, for an alleged house-breaking and stealing, and upon the recommendation of the band was reinstated on the 16th February last. The Agent finding him imprisoned for petty larceny at the time of payment, withheld his annuity in accordance with the 82nd section of the Indian Act. Payment was also withheld from John Frog, who was likewise undergoing a term of imprisonment for abducting forcibly a woman from Norway House who had been one of his three wives before he was christianized. The band asked for thirty-one grub-hoes and twenty-three axes.

Berens River Reserve.

Arrived at this reserve on the 18th, and on the following day visited the Methodist Mission School, taught by Wm. Hope since September, 1880. He received a liberal education at St. John's College, Winnipeg, but held no provincial certificate in accordance with the requirements of the Department. The children were very backward in their studies, and no apparent progress was made since my former visit. The whole band complains of the inefficiency of the Mission school, and ask for a Government school. The chief stated that he valued his religion and loved his minister, but that he never yet knew of an instance where any of his people were educated at Mission schools, as only the most inferior teachers were invariably employed. The 100 garden-hoes received last year were still lying in the Hudson Bay Company's storehouse. The Indians refused to take them, as they were not adapted to the cultivation of their lands. They asked for seventy-five grub-hoes and fifty axes to be given them.

Island Band Reserve.

The Hollow Water River portion of this band complained that lumber dealers were trespassing upon their reserve, and asked that it be surveyed. Not much progress is made in farming within the past year; twelve grub-hoes and eight axes are asked for.

At the Loon Straits portion of this reserve a school house was partially finished, and the Indians asked that assistance be given them for its completion for school purposes. They also asked for thirteen grub-hoes, seven axes, one chest of tools, one grindstone and one pit-saw.

The Blood Vein River portion of the band has only a few small gardens under crop. Seven grub-hoes and six axes are asked for.

The Jack Head River portion of the band has done remarkably well since last year in building houses and enlarging their gardens.

A schoolhouse was nearly finished, and the necessary assistance is asked to complete it. The Councillor asked for ten axes, fifteen grub-hoes and grooving pick for the use of his people. He also asked that the reserve be surveyed.

Fisher River Reserve.

Arrived at this reserve on the 23rd. This is the most enterprising and industrious band of Indians in this Agency. Their advancement in agriculture is most encouraging. Wm. Cochrane and Charles McNabb, Indians, living and having improvements here, but receiving their annuities at Berens River, desire to have their names transferred to the pay-sheets of this band, as they claim that their names were entered by mistake on the pay-sheets of the former. The Indians complained that some 1,500 rails had been taken off the reserve for fencing the Mission plot; whereas the missionary in charge contended that the rail timber taken was not on the reserve, and even if it were, that he obtained the consent of the chief and councillors prior to his taking it. The chief asked that the time be extended for the balance of the ninety families to remove from Norway House to Fisher River, as only fifty-five families of that number have removed here. The school conducted by Miss Tyness was the second best visited, both as regards attendance and proficiency.

The Indians desire that a supply of seed-grain be sent them in winter, as the season is too far advanced before it can be sent by water to be of any utility upon its arrival. The implements asked for were sixty grub-hoes, fifty axes, fifty-five sickles and one hand-mill.

Timber.

The timber along Lake Winnipeg, Nelson and Saskatchewan Rivers, is inferior in quality and of little commercial value, the principal varieties being red and white spruce, pitch pine, tamarac, white birch, poplar, balm and willow of a scrubby or dwarfish nature; the best noticed being between Fisher River and Jack Head River.

Geological Features.

The Laurentian gneiss and granite formations characterize the rocks along the eastern shore of Lake Winnipeg excepting in the vicinity of Big Island, where the Huronian formation appears represented to be of a metalliferous character. The Laurentian order continues down Nelson River to the neighborhood of Pipe Stone Lake, where the Huronian reappears. On the western shore of Lake Winnipeg, and along the Saskatchewan River to Cumberland, the only rock visible is limestone.

THE AGENCY OF MR. MARTINEAU.

The Little Saskatchewan Reserve.

I arrived on the 28th at the rapids of the river a couple of miles from its lower mouth, where I met the principal members of the band fishing, from whom I obtained the requisite information relative to my inspection. Notwithstanding representations to the contrary, the action of the Department, upon my recommendation, in reinstating councillors Henry Stagg and Joseph Anderson, irregularly dismissed the previous year by the Agent and his assistant without authority or justifiable cause, gives the utmost satisfaction to the chief, councillors and other members of the band, as a document in my possession, signed by them, unequivocally attests. They are also well satisfied with the excellent reserve, which I subsequently visited, granted generously to them at Sandy Bay, Lake St. Martin, in place of the worthless one they formerly possessed at the upper mouth of the Little Saskatchewan River. They ask that a map of the reserve be kindly furnished them. They intend to build a schoolhouse in the centre of the reserve this winter. They ask for twenty-two grub-hoes and sixteen large axes.

Lake St. Martin Reserve.

Arrived at this reserve on the 1st of October, John Sumner got married last fall to Widow Keeshik's daughter, of St. Peter's Band, but only received annuity for himself although his wife was equally entitled to it according to the 13th section of the Indian Act. The chief complains that the greater portion of the reserve is a worthless muskeg, and wants an addition to it across the narrows, where some of the

band have already settled; but this is objected to by other Indians in the district, owing to its being the only available place there for curing fish. The school was closed last spring, and has not been reopened since for want of a schoolhouse. They asked that the following be supplied, viz.: eleven grub-hoes, nine axes, one pit saw and a chest of tools.

Fairford Reserve.

Arrived on this reserve on the 3rd, and had an interview with the Indians the following day. Samuel Sumner, councillor, was dismissed last year, and Daniel Iron appointed in his place. The alleged offence for which Sumner was removed was that he transgressed a law made that year by the band, forbidding any one to kill muskrats on the reserve from a certain time in spring until fall. Sumner admitted the charge to be true, but stated in defence that he became sick and was without food, and killed a few muskrats to satisfy his pressing wants. The whole proceeding regarding this dismissal was a palpable contravention of the 72nd section of the Indian Act. The school was closed during my visit, but I was informed that it is ably conducted by Mr. Anderson. The Indians asked for seventeen grub-hoes, fifteen axes and twelve scythes.

Water Hen Reserve.

Arrived at this reserve on the 5th. An excellent schoolhouse was in course of construction, but the situation was not a desirable one for the convenience of children on account of its being surrounded by an extensive hay marsh. The councillors complain that owing to the wandering habits of the chief and other Indians of the band the settlement and improvement of the reserve is naturally retarded, consequently only a small number of children are available for school purposes.

Fifteen grub-hoes and eight axes were asked for.

Duck Bay Reserve.

Arrived at this reserve on the 7th. Baptiste Quenezane, the councillor regularly appointed last year, and subsequently deposed, lives at Spruce River, in the bay off the northern extremity of Red Deer Point, where he and three of his followers, who are also settled there, wish to have the reserve located; Joseph Beauchamp, the councillor reinstated, with four other families, are satisfied with the present reserve, and do not wish to leave it under any circumstances; and another party, consisting of about five families, want to extend the reserve eastward, a couple of miles across the bay, so as to include a point of land suitable for farming upon which they have already erected some dwellings.

Nine grub-hoes and seven axes are asked for

Crane River Band.

Arrived at this reserve on the 11th. The band has a very superior reserve, and considerable improvement in agriculture is manifested since my previous visit. The timber for a schoolhouse has been cut down, but for want of oxen cannot be taken to the site selected.

Complaint was made by the Indians that, at the request of the Agent, stables were built and hay cut for the last two years for five head of cattle promised by him, but none had been received up to the date of my visit. They asked that the reserve be surveyed; also for ten grub-hoes, seven axes, one grindstone and one pit saw.

Ebb and Flow Reserve.

This reserve was so badly flooded this year that very little crop was raised.

Thirteen hoes and ten axes are asked by this band.

Lake Manitoba Reserve.

This reserve, like the preceding one, is flooded badly from the lake, and scarcely any crops were raised this year.

Nine grub-hoes and seven axes are asked for.

I arrived at Manitoba House on the 15th, and inspected the office and storehouse at the Agency, and ascertained that the business was transacted satisfactorily. The Agent made enquiries of me relative to certain chests of tools alleged to have been promised by me to the Fairford and Water Hen Indians, and I informed him that no such promises had ever been made by me to those or any other band. I was informed by the Agent that he had written to the Indian Superintendent in Winnipeg regarding the replacing of the inferior tobacco refused last year by the Fairford and Lake St. Martin Indians, and received a reply to the effect that no further action could be taken in the matter.

Timber.

The timber embraced within this district is mostly of the same varieties as that referred to in the Agency immediately preceding this one; but the quality, although not of a high standard, is much superior, more especially in that comprised within the district of Lake Winnipegoosis.

Geological Features.

Along the shores of Lakes Manitoba and Winnipegoosis the only rock visible is limestone.

THE AGENCY OF MR. OGLETREE.

Sandy Bay Reserve.

Arrived at this reserve on the 16th, and found no advancement in agriculture owing to the flooded state of the reserve from the continual rising of the lake, which is about a foot and a-half higher than last year.

Twelve axes, twelve hoes and twelve scythes are required by this band.

Long Plain Reserve.

This band has made scarcely any perceptible advancement since last year. The chief and councillors urgently request that their gardens be ploughed in spring like those of western Indians, as they cannot do so themselves. Keewahtahwahwetamook, a widow, unable to be present at the payments, was represented by her son, who drew annuity for herself, two boys and two girls; whereas the agent discovered after the payments had been made that one of her daughters got married since last payment to Keesheequlp, of Yellow Quill's band, who also had drawn for her. The Agent informs me that the amount of $5 thus overdrawn will be deducted from the widow's annuity next year.

Swan Lake Reserves.

Some members of this band have large families, numbering up to eleven, and have been receiving payment for them ever since the date of treaty. It is somewhat unaccountable that so few variations appear on the pay sheets in those instances, giving rise to suspicion that frauds are being perpetrated by those parties. But as this is a roving band, and frequently only the heads of families present themselves on pay day, and as the chief and councillor's representations have been found unreliable, it is impossible to determine the accurate number of families unless the Indians of the band be compelled to bring them along. Mr. Indian Agent Ogletree stated to me that he had sent a letter to Colonel McDonald, Indian Agent of Treaty No. 4, informing him of his suspicions of some irregularities in the payment of annuities, and at the same time submitting names of Indians whose names were on his pay sheets and whose annuities have been drawn in his Agency. In reply he received a letter from Colonel McDonald giving a list of names of Indians who had been receiving payments in his Agency from the Province of Manitoba; but only one, Keezesawa, belonged to the Portage bands; whereas, in last year's annual report of the Department of Indian Affairs, page 233, I notice that thirty-three Indians belonging to Portage la Prairie were paid at Qu'Appelle. These irregularities show the advisability of not making payments to Indians in any Agency other than the one to which they respectively belong.

I arrived at Portage la Prairie on the 17th and inspected the books at the Agency, as well as the supplies in the storehouse, and found the business of the Agency correctly and satisfactorily attended to.

THE AGENCY AT EMERSON.

Rosseau River Reserve.

As my visit to this reserve was before the payment of annuities, I am unable to state anything definitely with regard to the correctness of the pay sheets. In a special report already forwarded to the Department I submitted the result of my inspection.

I inspected the Indian Office in Winnipeg on the 25th of October, and found the letter books indexed up to 24th June, 1881. The numbers of letters, pages, dates, addresses and subjects were in the indexes, but not alphabetically. Copies of letters are cleanly and eligibly taken. Since July, 1880, 2,367 folio pages have been copied in letter books. Annuities received, $55,680; disbursed as follows, viz.: to Mr. Indian Agent Pither, $7,360; to Mr. Indian Agent McPherson, $5,350; to Mr. Leveque, $12,660; to Mr. J. P. Wright, $3,030; to Mr. Indian Agent Herchimer, $710; to Mr. Indian Agent Ogletree, $3,281; to Mr. Indian Agent Martineau, $5,280, and to Mr. Indian Agent Mackay, $16,705, amounting to $54,376, which leaves a balance unexpended of $1,304.

A new cheque book, for drawing cheques on credits established, was furnished in 1880, which is more complete than the one formerly supplied, and is correctly kept, the stubs being initialed by the clerk in charge of the books when entered into the cash book. Monthly statements, with vouchers of disbursements of credits established at the Merchants' Bank here in favor of the Indian Superintendent, are sent in duplicate to the Department, and the triplicate is kept on file in the Indian Office here. All accounts approved by the Superintendent are forwarded in duplicate for payment to the Department, and the triplicate is filed in the Indian Office. When departmental cheques are received, receipts are taken in triplicate from the parties in whose favor they are drawn, two of these receipts are forwarded to the Department and one filed in the office. The books of the office comprise a journal, ledger and cash book, and are kept by the regular system of double entry. A monthly return of provisions issued to distressed Indians from the office is kept, supported by vouchers in duplicate, one of which is enclosed with returns to the Department, and the other is filed in the office. These are signed by the parties receiving the supplies, and witnessed. Copies are also kept of all monthly returns of provisions issued by the different Indian Agents in the same book, which corresponds with the Agents' books, as well as with the balance of supplies on hand at the respective Agencies. All the letters sent to the Department are numbered from one upwards, the first having been numbered on the 26th February, 1876, the present number (22nd October, 1881) being 3,522. In referring to previous correspondence, the date and number of each letter referred to is quoted, and only one subject is dealt with in each letter. The letter books will shortly be all indexed up to date, as an extra clerk has been employed for that purpose. All letters received are filed without being folded, and each file is covered with a cloth back and numbered, but the dates and subjects are embraced in the indexes instead of being on the back of each file. An annual diary is kept showing the dates of letters received, from whom, subject-matter, dates of answers and actions taken. A large register had been supplied to the officer in 1876, showing numbers, address, subject, dates and receipts of letters, and the action taken in the same, but only a few entries were made in it, owing, as the Superintendent informs me, to pressure of other office work which made it impossible to keep the register referred to with the assistance at his disposal. There are 153 different files in the office, and drafts of all letters sent are kept on file. A full supply of all necessary stationery, &c., should be kept at the Indian Office, that orders from the Agents may be filled without referring to Ottawa, as the interval of time elapsing occasions great inconvenience to applicants. The approximate estimates are sent in for the various contingent and ordinary expenses for each ensuing year's requirements.

Trusting that this elaborate and exhaustive report of Indian Affairs in this Superintendency may meet your unqualified approbation,

I have the honor to be, Sir,

Your most obedient servant,

E. McCOLL, *Inspector of Indian Agencies.*

SUPPLEMENT to Tabular Statement of E. McCOLL, giving Additional Infor
of Indians in the Mani

Names of Bands.	Churches.	Schoolhouses.	Schools.		No. who Speak English.	No. who Read English.	No. who Read Cree.	No. who read Ojibbeway.	No. who Speak French.	No. who Read French.	Births.	Deaths.	Reli	
			Supported by Government.	Supported by Mission.									Roman Catholic.	Episcopal.
St. Peter's	1	4	1	3	900	440	34	6	15	9	42	54	105	1166
Fort Alexander	2	2	2	.....	50	70	8	15	13	13	20	14	180	200
Broken Head River	.....	1	1	.....	23	21	21	10	.....	.....	8	7	10	79
Black River	.....	.....	1	.....	7	.....	.....	2	.....	.....	2	5	4	50
Sandy Bay	.....	.....	.....	.....	23	2	.....	.....	100	.....	10	5	160	26
Long Plain	.....	.....	.....	.....	11	2	.....	.....	.....	.....	3	12	.....	10
Yellow Quill	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	8	3	.....	.....
Rosseau River	.....	1	.....	.....	8	13	.....	.....	13	.....	30	11	16	.....
Duck Bay	.....	.....	.....	.....	2	.....	5	5	7	.....	6	.....	89	.....
Water Hen River	.....	1	.....	.....	5	.....	1	1	9	1	3	4	119	3
Crane River	.....	.....	.....	.....	.....	.....	11	.....	.....	.....	3	3	1	2
Lake St. Martin	.....	.....	1	.....	4	22	2	7	.....	.....	1	4	.....	44
Little Saskatchewan	.....	.....	1	.....	4	4	11	.....	.....	.....	2	2	.....	80
Fairford	1	1	1	.....	61	103	13	11	5	.....	3	2	1	205
Ebb and Flow Lake	1	1	1	.....	6	20	3	3	10	.....	5	4	18	71
Lake Manitoba	.....	.....	.....	.....	10	4	1	.....	4	.....	7	9	31	40
North-West Angle (Pawawassin)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	5	.....	.....
North-West Angle (Conducumi-couinian)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
North-West Angle (Nootinaquaham)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	.....
Big Island (Minwabinwaiskung)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	3	.....	.....
Whitefish Bay (Kayawnwa)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1	.....	.....
Assabaska (Naitumoquam)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3	.....	.....
do (Katailaibaohcoot)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	3	.....	.....
Buffalo Bay (Ayashawash)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....
Shoal Lake (Sheesheegence)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	4	.....	1
Rat Portage (Pagoonakieskick)	.....	.....	.....	.....	5	1	.....	.....	.....	.....	6	4	4	8
Islington (David Land)	1	.....	1	.....	30	30	.....	10	.....	.....	8	2	1	131
Long Sault (Mawintoopenesse)	.....	1	.....	1	.....	6	.....	.....	.....	.....	1	1	.....	.....
do (Neshotay)	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	2	4	.....	.....
Hungry Hall (Miskokisick)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....
do (Kaibaicahoweetung)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	4	.....	.....
Manitou Rapids (Keetcheekaikuki)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	1	.....	.....
do (Moskeekuininie)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Little Forks (Kuzickookai)	.....	1	.....	1	.....	3	.....	.....	.....	.....	4	1	.....	.....
Rainy Lake (Mickiseese)	.....	.....	.....	.....	10	.....	.....	.....	9	.....	2	1	81	2
do (Gaboh)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Naicatcheewinan (Washesconce)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	4
Nickickooseminican (Naitameeco-nuckistung)	.....	.....	.....	.....	1	1	.....	.....	1	.....	5	2	.....	.....
Wabigon and Eagle Lakes (Kah-keewayash)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	3	.....	.....
Matawan and English Rivers (Sas-ketcheeway)	.....	.....	.....	.....	1	1	.....	.....	.....	.....	8	1	20	21
Lac Seul, Front and Sturgeon Lakes	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	7	10	158	51
Lac des Milles Lacs	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	4	6	25	.....
Kahnupumunanakuk (Kabaquin)	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2	1	.....	.....
Lac la Croix (Blackstone)	.....	.....	.....	.....	3	.....	.....	5	2	.....	2	.....	3	.....
Rivière la Seine (Rat McKay)	.....	.....	.....	.....	2	1	.....	2	1	.....	7	2	1	.....
Island Bands	.....	2	.....	.....	4	.....	.....	.....	.....	.....	6	4	.....	.....
Fisher River	1	1	1	.....	60	92	100	5	2	.....	4	4	.....	.....
Berens River	1	1	.....	1	35	23	6	.....	4	.....	21	5	6	.....
Norway House	1	1	1	1	44	90	112	.....	4	.....	25	19	.....	.....
Cross Lake	.....	.....	.....	1	3	3	17	.....	.....	.....	11	4	.....	.....
Carried forward	9	18	12	8	1326	972	345	83	199	23	318	240	1034	2196

mation regarding Education, Religion, Polygamy, Farming Implements, &c., toba Superintendency.

gion.			Polygamy.																					
Presbyterian.	Methodist.	Heathen.	No having two Wives.	No. having three Wives.		No. of Hand Rakes.	No. of Axes.	No. of Hay Forks.	No. of Scythes.	No. of Spades.	No. of Grindstones.	No. of Hoes.	No. of Pit Saws.	No. of Cross-cut Saws.	No. of Hand-saws.	No. of Chests of Tools.	No. of Garden Rakes	No. of Buck-saws.	No. of Adzes.	No. of Broad Axes.	No. of Grooving Picks.	No. of Reapers.	No. of Mowers.	No. of Horse Rakes.	No. of Canoes.	No. of Dogs.
.....	24	86	2	1	...	450	242	200	119	17	200	10	6	26	...	...	6	1	8	...	3	10	10	35	661
.....	.....	93	1	.....	...	87	5	35	42	3	126	4	4	16	...	...	...	...	...	...	...	...	...	50	196
.....	.....	374	1	1	...	38	7	17	19	4	31	5	4	13	...	...	...	2	1	...	...	...	...	38	200
.....	.....	.....	1	.....	...	20	2	7	12	1	20	1	.....	6	...	...	...	...	...	...	...	...	...	14	21
.....	.....	62	.....	.....	...	55	....	30	12	2	18	4	2	6	...	...	...	...	...	...	...	...	...	75	100
.....	.....	136	3	.....	...	20	2	6	2	1	20	.....	.....	4	1	...	...	...	...	...	...	...	...	15	30
.....	.....	214	.....	1	...	12	....	6	2	1	12	.....	.....	....	1	...	...	...	...	...	...	...	...	20	30
.....	.....	547	2	.....	...	149	....	8	18	1	74	1	2	....	1	...	...	...	...	...	...	...	...	15	223
.....	.....	8	1	.. ....	...	25	5	12	9	4	22	3	1	7	1	1	1	1	1	...	...	...	...	24	25
.....	.....	3	.....	.....	...	33	2	14	12	1	22	5	2	4	...	...	...	...	...	...	...	...	...	36	48
.....	.....	45	.....	.....	...	25	....	12	8	....	16	1	.....	....	...	...	...	...	...	...	...	...	...	14	25
.....	.....	23	.....	.....	...	14	....	9	13	2	24	1	2	....	...	...	...	...	...	...	...	...	...	31	32
.....	.....	12	1	.....	...	10	....	6	8	2	10	1	.....	....	...	...	...	...	...	...	...	...	...	30	44
.....	.....	8	.....	.....	...	74	11	25	26	4	64	4	2	12	1	...	...	1	3	...	...	...	...	80	55
... ..	.....	79	.....	.....	...	26	....	21	6	....	38	1	2	....	...	...	...	...	...	...	...	...	...	58	78
.....	.....	99	.....	.....	...	68	....	25	40	3	70	4	2	....	...	...	...	...	...	...	...	...	...	55	74
.....	.....	102	4	.....	...	23	1	8	8	1	12	1	1	2	1	1	1	...	...	...	...	...	...	34	46
.....	.....	38	.....	.....	...	12	....	6	1	1	19	1	1	2	...	...	1	...	...	...	...	...	...	12	24
.....	.....	29	.....	.....	...	11	1	5	3	2	14	2	1	2	...	...	...	...	...	...	...	...	...	1	22
.....	.....	91	3	.....	...	25	1	6	4	1	10	1	1	2	1	...	1	...	...	...	...	...	...	25	54
.....	.....	57	3	.....	...	18	....	5	2	2	20	1	1	2	...	...	...	...	...	...	...	...	...	21	40
.....	.....	112	3	.....	...	27	1	7	8	....	25	1	1	2	1	...	1	...	...	...	...	...	...	27	56
.....	.....	45	1	.....	...	10	1	2	5	1	8	1	1	1	1	...	1	...	...	...	...	...	...	10	20
.....	.....	43	3	.....	...	12	3	6	3	1	17	1	1	3	1	...	1	...	1	...	...	...	...	12	24
.....	.....	69	1	1	...	16	1	4	6	....	20	.....	1	1	1	...	1	...	...	...	...	...	...	16	32
.....	.....	147	4	.....	...	47	....	6	28	....	37	.....	.....	2	1	...	...	...	...	...	...	...	...	49	94
.....	.....	33	1	.....	...	50	1	24	32	1	35	1	1	2	...	...	...	1	...	...	...	...	...	46	92
.....	.....	53	.....	1	3	31	1	3	6	1	8	1	1	1	...	...	...	1	...	...	...	...	...	18	30
.....	.....	70	.....	.....	...	30	1	2	15	1	20	1	1	2	1	...	...	...	...	...	...	...	...	30	34
.....	.....	45	1	.....	1	10	1	5	4	...	4	1	.....	....	...	...	...	...	...	...	...	...	...	10	16
.....	.....	47	1	.....	1	10	....	2	2	1	4	.....	1	....	...	...	...	...	...	...	...	...	...	3	22
.....	.....	65	1	.....	...	30	....	5	8	1	8	1	1	1	1	...	...	1	...	...	...	...	...	10	32
.....	.....	34	.....	.....	...	12	....	2	1	1	4	1	1	1	1	...	...	1	...	...	...	...	...	12	16
.....	.....	79	2	.....	1	30	....	8	4	....	10	.....	1	1	...	...	...	...	...	...	...	...	...	15	34
.....	.....	44	.....	.....	...	41	1	5	6	....	8	1	1	2	...	...	...	...	...	...	...	...	...	20	62
.....	.....	29	.....	.....	...	10	1	3	3	....	7	1	1	2	...	...	...	...	...	...	...	...	...	10	18
.....	.....	60	.....	.....	...	20	1	3	4	....	12	1	1	1	...	...	...	...	...	...	...	...	...	20	32
.....	.....	59	.....	.....	...	15	1	5	8	1	15	1	1	3	1	...	...	...	...	...	...	...	...	30	30
.....	.....	118	3	.....	...	45	....	....	8	2	18	2	2	4	1	...	...	...	...	...	...	...	...	40	60
.....	.....	95	.....	1	...	81	....	8	8	3	32	2	2	7	1	...	...	3	5	...	...	...	...	54	76
.....	.....	197	2	2	5	135	....	18	12	5	215	7	3	12	1	5	...	...	...	...	...	...	...	115	212
.....	.....	89	2	.....	10	6	4	4	6	2	17	1	1	2	...	...	...	...	...	...	...	...	...	50	48
.....	.....	44	1	1	...	7	....	3	4	2	8	1	1	3	1	...	...	...	...	...	...	...	...	10	20
.....	.....	84	3	.....	10	2	6	....	13	3	13	2	2	4	1	2	3	1	1	...	...	...	...	18	36
.....	.....	128	1	.....	13	10	5	8	14	3	18	2	1	3	1	4	3	5	2	...	...	...	...	75	58
.....	31	220	2	1	...	48	....	6	45	1	68	1	1	2	3	...	...	...	...	...	...	...	...	62	62
.....	237	.....	.....	.....	...	83	3	23	46	15	76	10	1	22	1	2	1	4	...	...	...	...	...	82	110
.....	242	249	8	1	...	176	....	11	78	12	104	8	3	22	1	...	...	1	...	...	...	...	...	204	204
.....	229	335	.....	.....	...	233	10	36	33	19	165	10	6	2	...	...	...	1	1	3	...	...	...	336	336
.....	147	84	2	.....	...	56	....	4	11	2	22	1	1	....	1	...	...	...	...	...	...	...	...	93	124
.....	910	4783	64	11	44	2478	321	676	787	131	1840	111	73	212	28	15	21	24	23	3	3	10	10	2177	3918

SUPPLEMENT to Tabular Statement of E. McCOLL, giving Additional Information

Names of Bands.	Churches.	Schoolhouses.	Schools.		No. who Speak English.	No. who Read English.	No. who Read Cree.	No. who Read Ojibbeway.	No. who Speak French.	No. who Read French.	Births.	Deaths.	Reli	
			Supported by Government.	Supported by Mission.									Roman Catholic.	Episcopal.
Brought forward.....	9	18	12	8	1326	972	345	83	199	23	318	240	1034	2196
Grand Rapids.....	1	1	.....	1	67	67	73	.....	19	25	8	2	48	91
Cumberland.....	2	2	.....	1	28	41	85	.....	11	.....	22	6	65	274
The Pas.....	1	1	1	1	13	91	120	14	2	1	35	18	17	617
Moose Lake.....	.....	.....	.....	.....	3	1	4	.....	.....	.....	2	5	1	46
Chimawawin.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	4	.....	.....	45
Riding Mountain.....	.....	1	.....	1	3	12	10	.....	.....	.....	.....	.....	9	.....
Shoal Lake (Shawineepeness).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	.....
Total.....	13	23	13	13	1435	1184	638	97	231	49	391	273	1174	3269

L. VANKOUGHNET,
Deputy Supt. Gen. of Indian Affairs.

regarding Education, Religion, Polygamy, Farming Implements, &c.—*Concluded.*

gion.			Polygamy.																				
Presbyterian.	Methodist.	Heathen.	No having two Wives.	No. having three Wives.	No. of Hand Rakes.	No. of Axes.	No. of Hay Forks.	No. of Scythes.	No. of Spades.	No. of Grindstones.	No. of Hoes.	No. of Pit Saws.	No. of Cross-cut Saws.	No. of Hand-saws.	No. of Chests of Tools.	No. of Garden Rakes.	No. of Buck-saws.	No. of Adzes.	No. of Broad Axes.	No. of Grooving Picks.	No. of Reapers.	No. of Mowers.	No. of Horse Rakes.	No. of Canoes.	No. of Dogs.
.....	910	4783	64	11	44	2478	321	676	787	131	1840	111	73	212	28	15	21	24	23	3	3	10	10	2177	3918
.....	.....	.....	.....	.....	...	66	....	6	24	1	52	1	1	3	1	...	...	...	...	...	...	...	...	22	66
.....	.....	13	.....	.....	...	84	....	15	75	1	112	6	1	1	...	...	...	...	...	...	...	...	...	168	168
.....	.....	48	.....	.....	...	141	....	33	82	4	112	7	2	4	...	1	1	...	...	...	...	...	...	318	318
.....	.....	105	1	.....	...	50	....	4	27	1	60	2	1	9	1	...	...	1	...	...	...	...	...	44	68
.....	.....	44	.....	.....	...	40	....	....	17	....	35	1	1	5	...	...	...	...	...	...	...	...	...	42	110
136	.....	12	1	.....	...	24	....	5	2	1	23	1	.....	....	...	...	...	...	1	...	...	...	...	7	29
.....	.....	39	.....	.....	...	12	1	2	4	1	10	1	1	1	...	...	1	...	...	...	...	...	...	12	24
136	910	4944	66	11	44	2895	322	747	1018	140	2244	130	80	235	30	16	17	25	24	3	3	10	10	2790	4701

E. McCOLL,
Inspector of Indian Agencies.

WINNIPEG, 1st December, 1881.

SIR,—I have the honor to report that in accordance with instructions from the Indian Commissioner, I commenced my annual inspection of the Indian Agencies and farms in the North-West Territories, in Treaty 7, arriving at Fort Macleod early in April.

The season was favorable for farming operations, and good progress had already been made in sowing and planting the crops in the district.

I first visited the Stony Indians, at Morley: there were present upon the reservation at this time, 602 Indians, divided into three bands, under Chiefs Bear's Paw, Jacob and Chinniquy; they had built 48 houses of a superior description, and have their cultivated land well fenced; most of the houses have good cellars, in which to store their roots during the winter.

The reservation extends close up to the mountains on both sides of the Bow River; from its situation, the character of the soil, and the quality of the grass, it is better adapted for cattle ranching than for general agriculture, and as these Indians have already a large herd of cattle, given them a year ago by the Government under the treaty, and in which they take great interest, the location is suitable for them; however, there are many good bottoms adapted to the growing of roots and the hardier cereals. About 100 acres of this has been broken, the Indians have fenced it, and divided it into fields and gardens, and men, women and children were busily engaged in preparing the ground for seed.

The Bear's Paw band lost during the winter six cows, and the wolves took some calves; of the cows, two died calving, one was mired, one hooked, and two died from weakness.

Chinniquy's band lost five cows calving, during a snowstorm which occurred in April.

Jacob's band only lost two cows. The stock generally looked well, there was a good percentage of calves. Each band had a yoke of work oxen given them by the Government under treaty. Two Indians were ploughing with their own horses, using the pony plough harness sent in by the Department for this purpose.

These Indians are Christians; they are also sensible to the fact that, only by industry can they improve their worldly condition, and they only require to be directed into the proper channel to, in a short time, become entirely self-supporting.

There is an Indian school here, which receives support from the Government, Mr. Sibbald is the teacher. I visited it during school hours, there were 20 girls and 23 boys present; the roll showed an average attendance of 38 children. I heard them read and spell, some had advanced to words of four letters, some could write very fairly, and I judged that most of the scholars there present had gotten over their worst, and in another year would make rapid progress.

Indians are quick in their perceptions, by the use of the black board they learn quickly. The schoolroom here is cheerful and well lighted, and if colored maps, pictures of animals, &c., were provided to cover the now bare walls, they would do much to attract as well as to instruct the children.

The matter of clothing is important, it is difficult for a teacher to take an interest in dirty unkempt or not clothed at all (excepting breech clout and blanket) children. Could clothing for them be provided, for the boys say a hickory shirt and jean trowsers, and for the girls a cotton chemise and wincey frock; also for use at the school, combs, soap and towels, a dinner of soup in the middle of the day, I venture to say, besides making the schools attractive, that in a year the same children would hardly be recog' ized. In the spring and summer time, after their midday meal at the school, the instruction might take a practical turn, and gardening, &c., could be indulged in.

It was my good fortune to remain at Morley on Sunday and visit the Sunday school; there were present 18 boys and 27 girls, Mr. Sibbald, the teacher of the day school is the Superintendent; he is ably assisted by his wife and little daughter, the latter leading the children in singing; classes were also taught by some of the ladies and gentlemen of the settlement.

On account of high water in the river the children from the south side were unable to be present at the schools. I would recommend that some means be adopted for the children to cross or that a school house be built and another teacher provided for the children on the south side.

I next visited the Fish Creek Supply Farm, arriving there on the 5th May, Mr. J. J. McHugh was in charge, having reached there from Rivière qui Barre some ten days previously; he was actively engaged in putting in the seed grain, roots, &c., although in some degree hampered by inexperienced workmen and lack of horse-power he was making good progress. The quantity of land broken here is 465 acres, most of which is fenced.

That the farm is very badly equipped for extensive operations is apparent. In a country where wages are high and food enormously dear, it stands to reason that to farm profitably labour-saving machines must be extensively used, also that horses should be used instead of oxen.

Leaving Fish Creek, I arrived at the Blackfoot Crossing, the site of the Blackfoot Indian Reservation, on the 9th. Mr. Norrish was in charge acting Farming Instructor. At this time there were only 131 Indians upon the reservation, the balance being with Chief Crowfoot across the line.

Although so early in the season the Indians had already planted 20 acres of potatoes and were preparing the land for 10 acres more. 50 acres more of new land was being broken which would be sown in turnips.

The "second bench" land of this reservation is well suited for agriculture, and there is sufficient wood and timber for all purposes to last many years. The snow does not lie long at any time during the winter; it is, therefore, well adapted for grazing. The horses and cattle were in good condition and they had wintered out.

These Indians have not as yet received their treaty cattle, not having shown that they have sufficiently abandoned their nomadic life to be trusted with their care. However, I instructed Mr. Indian Agent Macleod, to send up a few young cows near calving from our herd at Pincher Creek, at his earliest opportunity, and place them in charge of the Instructor to be given over by him to the care of any Indian likely to interest himself in the charge, that by degrees the Indian and the young cow may become acquainted, so that when the time comes in which the Government sees fit to carry out the whole treaty by giving to these Indians their cows, &c., for stock raising, they will not be entirely unfamiliar with their habits.

Whilst here I selected a location for the Sarcees to settle upon, having since learned that after locating they only remained upon it a few months I will not enter upon the subject here.

Upon the 20th May I arrived upon the Piegan Reservation, under Farming Instructor Kettles; this is favorably situated upon Old Man's River, 25 miles from Fort Macleod. The soil is light, with a gravel sub-soil, as on this account it can be worked very early in the spring I consider it well suited for Indian farming, and which the crops of two consecutive years have shown.

At this time there were 914 Indians upon the reservation; all old enough to work were busily employed and deeply interested in finishing their spring seeding, or making up the fences that enclosed their fields. They had nearly 100 acres in crop.

These Indians are very well-to-do, and will, in my opinion, be the first of the Southern Plain Indians to become self-supporting. They are rich in horses, and having received their stock cattle from the Government, are rich in them too. They are milking many of the cows; their cattle wintered well and were in good condition; most of the cows had calves by their side.

Instructor Kettles works a "home farm" here of about 50 acres. From the crops raised last year he was not only able to supply his Indians with seed this year, but furnished Mr. Farm Agent Bruce, at Pincher Creek, with some seed barley and potatoes.

Each family has built for themselves a house, and many have purchased cooking stoves, many more would have them were it not for their high price. One man gave three horses for a second hand burnt-out stove.

The Rev. Rural Dean McKay has built a school house upon this reservation, intending to establish a school and mission, but at the time of my visit he was over at Pincher Creek building a church there. I was informed by the instructor that during the time he had been on the reservation he did much to encourage the Indians in settling down, going with them to the woods and helping them to get out logs for their houses.

I left this reservation feeling satisfied that the ultimate success of the Government scheme of teaching the Indians to farm would be realized here.

I next proceeded to the Government saw and grist mills. As I have already reported on these I will not refer to them here.

Upon the 23rd May I arrived at the Government Supply Farm upon Pincher Creek, Mr. Bruce being the Agent.

This farm is beautifully situated, and the soil is very rich. Mr. Bruce had finished seeding 150 acres, and his crops promised well; there are 315 acres broken, all but about 20 acres being fenced. With energetic and proper management this farm, together with the Fish Creek farm, will become important factors in supplying large quantities of grain and roots to feed the Indians. The latter being in the neighborhood of the Blackfeet and Sarcee Indians, and this one near the Blood Indians.

Leaving here, I arrived at the Blood Reservation on the 25th. I found a large number of Indians congregated, the ration list showing 3,146 souls, two-thirds of the number being fresh arrivals from across the line where they had followed the buffalo two years ago.

The new comers created a good deal of confusion as they had pitched their lodges in the midst of the first settlers. These latter lived in small houses, for although it was only in October, 1880, these Indians settled here. During the winter they built 63 houses. The Agent had broken for them 104 acres of land. This was nearly all planted with potatoes and turnips.

From the large number of horses belonging to these Indians, I had little hopes at this time that the frail and hastily built fences would protect the crops. The country for a couple of miles surrounding the camp was entirely bare by these animals, and as the crops belonged to the old settlers and the horses to the new comers there was not a common interest in keeping the horses out of the crops.

In my report on this reservation, written from Fort McLeod, I suggested the purchasing of additional yokes of oxen to assist these Indians in working the land. The reservation is well situated on the east side of the Belly River, near its confluence with the Kootanie. The bottom land near the river being well wooded; the second bench is good; the soil is rich, deep and arable.

An exceptionally generous policy must be pursued with these Indians as well as with the Blackfeet at the Blackfoot Crossing, before much headway will be made in teaching them to farm. They are in such large numbers it is difficult to avoid confusion.

One of the first objects is to have a large and efficient staff of men who understand farming, and who will take an interest in the work of teaching the Indians. The next step will be to scatter the Indians over the reservation. They can never do any good so long as they huddle up in one corner of their reservation as I found them.

Each of these men should have supervision over a certain number of families, working with and among them, the whole to be placed under a practical, energetic, hard-working head.

I will not say anything here regarding the commissariat, as I understand steps have already been taken by the Commissioner which will place this important branch upon a good footing.

Upon the 27th I returned to Fort McLeod, and commenced an inspection of the books and stores of the Indian Agency. I found the books correct; the stores on hand tallied with the balances shown by the books. They were in good order and well kept.

I was present at the issue of rations to the Indians upon several occasions. The flour and beef were of good quality. Each sack of flour being correct in weight.

I arrived in Fort Walsh upon 8th June, and having so recently reported upon the grave irregularities in this Agency which culminated in the removal of the Indian Agent, it is unnecessary for me to refer to it here.

On 15th September I left Fort Walsh and arrived in Battleford on the 20th. The weather which had been particularly fine up to this time broke, and the rainy season set in; notwithstanding this, I visited, in company with Mr. Reed, Indian Agent, all the reservations.

I found a very unhappy state of feeling existing between Farming Instructor D'Aunais and the Chief Red Pheasant, and although this band is well advanced in farming they had, in consequence of this, made little improvement since my visit last year. I patched up a peace between them, and reported upon the matter to the Assistant Commissioner.

The Mosquito Band only settled late in the autumn of 1880; they have done fairly well for the attention they received from the Farming Instructor. This band are Stonys or Assineboines, and strictly Plain Indians; but in settling upon their reserve they are very much in earnest; with encouragement and a fair amount of assistance they will soon be as prosperous as any—to this end I instructed Mr. Agent Reed, if possible, to bring down Mr. Carson, Assistant to Mr. Instructor Williams, at Fort Pitt, and place him in charge of the band. They had thirty acres of crop and have built nineteen houses and a stable.

The Pondmaker Band are very much broken up in consequence of the disaffection in the spring. There were very few then left upon the reservation who could work; however, with those who remained, the Instructor, Mr. Ballendine, went to work with energy, and put in a good crop. This reserve is situated in a most favorable locality, combining wood, water and excellent farming land, that with even an Indian's energy will not fail to yield excellent crops.

Most of the Indians who left the reservation in the spring, together with Chief Pondmaker himself, have returned, and promise to behave well for the future. I think this may be depended upon, as the starving out they got upon their expedition south was a bitter lesson.

There is a Catholic Mission established upon the reserve, under the ministry of the Rev. Father Lestance.

"Strike-him-on-the-back" Band are also under Instructor Ballendine, but more directly under that of his assistant, Mr. Carney. They have made fair progress; a dozen houses having been built, 30½ acres were under crop.

The soil of this reserve is, in parts, very light; but there is as much good land as the band will ever cultivate. I next visited Moosoomin's Reserve, Acting Farming Instructor Clink being in charge. It is situated between Battle and Saskatchewan Rivers. The soil is very good, with plenty of rail and house timber. The crops, fifty-six acres, had been sown upon the sod, as this was their first year. The potatoes and roots were a good crop; the barley had been sown late and was slightly injured by the frost.

Moosoomin is headman of a band of Indians whose chief is "Yellow Sky;" the chief with about seventy followers have not as yet taken the treaty, they have expressed a desire to do so, and settle down with Moosoomin; they will come in, possibly, next spring.

There is a school upon this reserve taught by Mrs. Clink, it was first opened last winter when the attendance was up to thirty-five pupils; during this summer the attendance fell off, with an average in August of only seven; at my visit there were fifteen present; it was still uphill work for them to learn, but were spelling words of three letters; the teacher gives them a soup dinner at noon. It was very edifying to me to observe what a year had done for this band, having met them only twelve months before fresh in wild from the plains. Mr. and Mrs. Clink deserve much praise for their management of them.

Upon my return to Battleford I made an inspection of the books and stores of the Agency. I found them well kept, Mr. Reed having the business of his Agency well in hand.

In consequence of the crowded state of the storehouse it was impossible to weigh over the flour and bacon; but with this exception I verified the enclosed return of goods in store which is taken from the books.

The quality of the bacon was excellent, also the flour supplied under the Hudson Bay Company's contract for the farmers. Some other flour in store, and which was supplied by the Hon. Thos. Howard, was of poor quality and light weight.

As the season was too far advanced to venture upon inspection any further west, on the 3rd of October I left for Carleton, arriving there upon the 5th.

Nothwithstanding that I sent a message to Mr. Sub-Agent Rae by the Hon. Lawrence Clarke (and who subseqently told me that he had delivered it to him) that I would be at Carleton early in the week, he was not at home, having left there for Prince Albert the day before my arrival, I had not therefore access to the books of his office.

I inspected the stores and found them well kept. As at Battleford, the flour furnished for the farmers by the Hudson Bay Company was of good quality and full weight, and Mr. Howard's flour was of poor quality and short weight, some had also been damaged by water in transportation.

Going on to Duck Lake on the 6th, I visited, in company with Mr. Farming Instructor Tomkins, the reserves under his charge.

Beardy Band.

This band in consequence of early seeding had harvested their grain in good order, they had also secured their roots; they have fully 100 acres fall-ploughed and ready for the seed in the spring. Having their farm work all done, most of the young men left for the buffalo.

Okemasis is a head man of "Cut Nose" Band who has settled upon Beardy's reserve with his followers.

Although only settling in the spring of 1880, he with his followers are working wonders, their fields are laid out and fenced like white men's, their houses are good, and all were as busy as beavers taking up turnips, their grain being early secured. They have cultivated fully double the quantity of land this year they did last, several of the men already being good ploughmen. He labored at first under the disadvantage of not having oxen and implements sufficient, but he has been loaned more by the Agent, and with his followers will, if their zeal continues, in another year be self-supporting.

One Arrow Band are settled south of the South Branch of the Saskatchewan, about five miles back from the river. This band settled upon their reserve for the first time late in the autumn of 1880; they have a fine location, and if looked after will do well. The river being between them and the Farming Instructor the difficulties of crossing has made his visits fewer than they otherwise would have been; however, under the supervision of the Assistant Instructor, they have broken and got ready for spring seeding about thirty acres of land. Their potatoes and vegetables yielded well this year, and if they are provident and their friends do not come in and live upon them and eat them up, they will put in a good winter.

I was in the chief's house; he had a cellar full of potatoes, the beams and rafters were hung with buffalo meat, on shelves were milk "pans" (made by sawing in two powder kegs) brimming with milk, all of which could be summed up by the Indian expression, "good medicine." I met this same chief with his people exactly a year before in a starving condition.

Leaving Duck Lake on the 9th, I arrived at Touchwood Hills' Farm on the 14th. Mr. McConnell was Acting Farming Instructor, Mr. Scott having resigned his position on September 1st. The farm work was behind when McConnell took charge; he worked most assiduously, harvesting what grain there was, and cut and stacked

tons of hay; he also built an excellent house, turning the old house, as originally intended, into a storehouse.

There are four bands of Indians under this Instructor, besides the Nut Lake Indians. These latter were placed under him, but it could only have been for the purpose of making his farm a basis of supplies, as they are entirely too far away for him to attempt supervision of work; being in a wood country they should be able to provide for their own wants in the winter, and another season I would suggest a man be sent early in the spring to work with them, putting in their crops and caring for them, then after the harvest and root crops are secured leave them to themselves until the next year; much expense would thus be saved and the same end attained.

I observed very slight improvement in the circumstances of the bands at Touchwood Hills since my last visit, and I would recommend that each band should have a workman to live with and work among them from the commencement of seeding until the last potato is housed. I would sooner suggest the abandonment of this "Home Farm" altogether than to continue the system of the past two years, where the pretence of work upon the home farm has been a cloak for idleness.

But there is no reason to make such a radical change as this, our home farm here being required as a depot of supplies, perhaps more than any other in the Territories, with the exception of that at Fort Pitt.

The Instructor must distribute his men as I have stated, having them live upon the reserves; he can work this small home farm with one man, and supervise the work of the men upon the reserves as well. At the commencement of winter he should discharge all outlying men, for with extra supervision in the summer these Indians are so approximate to the farm they require no special attention in winter.

I arrived at Qu'Appelle in a heavy snow storm on the evening of the 20th. Mr. Fisher was in charge, but Mr. Agent Macdonald was hourly expected in from Fort Walsh. He arrived the next day, and as it was too stormy to visit the reservations I immediately turned my attention to the books of the Agency.

In consequence of Mr. Jones' services being dispensed with in the spring, this Agency has practically been without a clerk since then. Mr. Agent McDonald was absent from his headquarters during his spring inspection of the reservations and farms, then at the payments, and his long absence at Fort Walsh precluded him from personally undertaking the work. Mr. Fisher, who was placed in charge upon the Agent's leaving for Fort Walsh, was almost immediately obliged to proceed to Touchwood Hills to make the change in Instructors there, consequently he had only been a short time at the headquarters of the Agency when I arrived. For these reasons, the books were not so well kept as I would have desired to see them. However, I took from them the enclosed return of goods on hand at the Agency, and which I was able to verify, with the exception of the bacon and flour, which, from the crowded state of the storehouse, it was impossible to re-weigh without a very great deal of labor. The storehouse had been under the charge of Mr. Hourie since his return from accompanying the Commissioner, and was in excellent order. I inspected the provisions; they were in quality equal to that called for in the contracts, and each sack of flour correct in weight.

I am happy to inform you the reports of the Indians in this district are most satisfactory, the system of placing a man upon each reserve to give his undivided attention to the band meeting with excellent results. I met several of the chiefs; they were contented with their prospects. Since the completion of the payments as many Indians as could get horses have left for the buffalo.

Arriving at Fort Ellice, I found Mr. Lilly in charge of the stores; I examined his books, and found them well kept. Visited the storehouses, and found everything in the best of order. I made no attempt to inspect quantities, as it would have been very difficult to do, the storehouses being full to the doors.

I examined the quality of the flour and bacon, and found them good; about one-third, say 4,500 lbs., of the bacon delivered here by I. G. Baker & Co., was "short cut" and the sides light.

In reviewing our farming operations among the Indians for the past year, it is

apparent that we are working under two systems, one of which, and the first introduced, is having the Instructor's farm adjacent to one or more Indian reserves, which, in addition to being the headquarters of the Instructor and his workmen, is also a depot of supplies. It was also intended that, besides exhibiting a model farm to the Indians, a surplus of grain, potatoes and seed would be raised to furnish seed for other Indians coming in.

The other system is to place farmers upon each reserve to work with and for the Indians. Of this latter plan I cannot speak too highly. Where the right men have been engaged it has proved most successful; at the same time, where the home farms have given satisfaction it would be well to continue them until such time as the Indians become self-supporting, as the crop from them is in some districts our only surety that we will have seed the following year. Be much or little grown we can always control it, whilst it often takes a great deal of pressure to make an Indian give his crop over to the Agent or the Farming Instructor for next year's seed, even though he be compensated for it by receiving its equivalent in flour.

Up to this time we have failed in the introduction of artichokes, the tubers losing their vitality through freezing and thawing before reaching their destination.

I have reason to believe if wild rice were procured and sown upon the margins of the lakes in the territories, it would be of twofold benefit, one in the attraction of waterfowl, the other being a reliable article of food for the Indians.

From seed sent in two years ago tobacco was grown, with some degree of success, by our Indians in the vicinity of Whitefish Lake. I would recommend that a small quantity be sent again next year to each Agency. If seed grown in Quebec were purchased it would produce harder plants than American seed.

In my inspection this year, I have given particular attention to the fitness of the implements furnished by the contractors, for the work required of them, and have to say that some have not turned out to be of the best patterns. In this connection I will particularly mention the ploughs of 1880; these, to all appearances good, have not been found equal to performing the best work when used. To prevent this occurring again, not only with ploughs but with other implements, in calling for tenders it will be necessary to name the maker of the particular pattern of implement we require and accept none other.

I have had many appeals from Indians settled upon reservations that they cannot get either tea or tobacco, whilst Indians loafing around a police post or Hudson's Bay Fort can, by doing little odd jobs, earn enough to purchase these, which are, to the adult Indian, necessaries. On this account they are very reluctant to leave these haunts and go off to their reservations; they will also, upon the most frivolous pretences, return to the settlements to procure these. I beg to suggest that a small quantity of tea and tobacco be placed with each Indian Agent for the purpose of giving a little from time to time to Indians working steadily upon their reserves as a recognition of good conduct.

In the above report I have necessarily omitted many things trivial in their nature; many subjects and transactions I have already reported upon separately at the time they took place, therefore I did not deem it requisite to refer to them again. I have pointed out when necessary to the Agents where they could improve upon their system of keeping their books and records of the Agency. Many matters also which were not important in connection with the management of the farms have from time to time come under my notice. Where I have thought a change advisable I have directed such without either at the time or now making mention of them in a report. Where the records of an Agency have not been kept as accurately as I desired, and everything else has been regular and above board, I have made such suggestions and left such instructions that if regarded will place everything in good shape; and with the improvements we propose making in the forms of our farm returns we will have little difficulty in keeping track of our large outlay.

I have the honor to be, Sir,

Your obedient servant,

T. P. WADSWORTH,

Inspector of Indian Agencies and Farms.

OTTAWA, 3rd January, 1881.

Hon. E. DEWDNEY,
Indian Commissioner,
Ottawa.

SIR,—On the 2nd of September, 1880, I received your instructions to winter in the Territories, either at Battleford or Duck Lake, at both of which places there was work to be done. I wintered the party at Battleford, thereby avoiding doubling the route from Battleford to Duck Lake, a distance of 123 miles.

The plans and field notes were completed and mailed to the Department, and, with the consent of the Deputy-Superintendent General, two tracings of each reserve surveyed were made, one for your office and one for the office of the Agent in whose district the reserve lies.

On the 10th January, I left Battleford for Carleton House for the purpose of making arrangements for the past season's supplies, and returned on the 21st instant.

On the 28th, His Honor the Lieutenant-Governor informed me he had received a telegram from Ottawa authorizing him to build a bridge across Battle River; and he requested me to undertake the work. A pier bridge was first thought of, but on account of the great expense in getting the material on the ground at this season of the year, this idea was abandoned and a pile bridge decided on. Suitable timber could not be obtained in the vicinity, and it was not until the 23rd of February that the first pile was driven.

The piles were thirty feet long and from eight to ten inches at the small end; they were driven from thirteen to sixteen feet through a thin strata of sand, from one and a-half to two feet in thickness into blue clay, and in front of each group of piles upon which the superstructure was erected, were guard piers, triangular in shape, made up of seven large piles well driven down and strongly braced. The work was continued throughout the winter, and when the bridge was completed (with the exception of the hand rail on one side), it was carried away by the ice which suddenly broke up in large solid cakes.

The ice jammed a short distance below, and I succeeded in saving most of the material which has since been used in the erection of a "summer bridge." The water continued rising until Tuesday the 19th of April, when it flooded the lower part of the town, causing considerable damage to private parties.

Monday, 25th of April, broke up my winter camp and left the following day to survey a reserve for Chief Moosoomin, who has located himself about twelve miles west of Battleford on the Saskatchewan River. On account of the chief's stubborness and cloudy weather, work was not commenced until Friday the 29th, by traversing the Saskatchewan for a westing of four miles. The banks of the river are well timbered and the soil excellent. The chief has about a dozen houses on the north-east corner of his reserve. The east boundary passes over a rolling country, good soil, timber, poplar in groves, one small lake on this line; plenty of water in the valleys, but in a dry season water would be scarce. The soil on the south boundary is light sandy loam. This boundary strikes Battle River at 311 chains 52 links, and follows the north side of the river for about fifteen chains, intersecting the west boundary. Thence north and along the west boundary, at sixty-eight chains and ten links, a small lake fifty-eight chains and eighty-one links wide, and about a mile and a-half long, about twenty chains lying within the reserve. The soil continues light up to 170 chains, and from this to the Saskatchewan it is good; the surface is rolling. Timber, poplar in bluffs, at 540 chains the line strikes large poplar and fir, and continues in this to the river bank. The area of the reserve is twenty-three square miles, being the quantity allowed for 115 souls.

Adjoining Moosoomin to the west I laid out chief Thunder Child's reservation, which is three miles in width and extends from the Saskatchewan to Battle River. The area is about twenty square miles. The soil, timber and water similar to that of Moosoomin.

The chief has erected a few houses on the banks of the Saskatchewan. He has at present only sixty-six souls, but as his band is in a state of formation, no doubt this number will be increased, so that after consulting with the Agent (Mr. Reed), I thought it better to lay out the reserve as it is, and, as far as possible, finish up the work in the vicinity of Battleford.

On account of high water in Battle River, we returned to Battleford so as to cross the outfit in a boat, and on the 24th of May commenced the survey of Chief Poundmaker's reserve, situated about thirty miles west of Battleford, on the south side of Battle River. Number of souls in band, 149, area of reserve, thirty square miles.

Commencing at the north-east corner and running south on the east boundary, at one hundred and ten chains, forty-five links, fresh water lake, sixty-nine chains, ninety-one links wide; at two hundred and twenty-seven chains, small lake thirty-five chains wide, with marshy sides; at three hundred and thirty chains, post (in a marsh) for south-east corner; soil, sandy; timber, scrubby poplar.

In running west on the south boundary, the soil is better—sandy loam. At two hundred and forty-two chains, Eye Hills, and at two hundred and sixty-four chains, ninety links, Eye Hill Creek - a stream fifty feet wide, sixty feet deep, flowing in a deep valley in a north-easterly direction and emptying into Battle River, about a mile and a-half from the north-west corner of the reserve, near its mouth I saw the Indians catching cat-fish of large size.

At three hundred and eighty-seven chains on this boundary is a small lake, ten chains in width, and at four hundred chains, or five miles post and mound for south-west corner; but little timber on this line.

West boundary.—At thirty-three chains cross a small stream about twelve feet wide and two feet deep; at ninety-three chains, sixty-eight links, cross Eye Hill Creek, which is here forty feet wide and only two feet deep; at two hundred and ninety-two chains, forty links, small stream, three feet wide and one and a-half feet deep; six hundred and twelve chains, ninety links, post and mound for north-west corner, and at six hundred and nineteen chains, Battle River. Poplar appears on this line near the crossing of Eye Hill Creek and is scattered throughout the length of the line. The banks of the Battle River are low and extend back in some places as far as two miles. The soil on this bench is of excellent quality. The Indian farms are all down here. I saw a little breaking done on the top of the hill, but it was abandoned, whether for want of seed or enterprise (probably the latter), I cannot say.

This completes the survey of Indian reserves in the vicinity of Battleford, with the exception of that of Strike-Him-on-the-Back who has squatted on the bank of Battle River, about fifteen miles from Battleford.

The fertile bench mentioned in the description of the last reserve is here about half a-mile wide, and immediately to the south of this bench is a range of barren sand hills.

I came to this place in 1879 to give the Stony Chief Mosquito a reserve, but on commencing the survey was obliged to abandon it; he afterwards chose his land adjoining Red Pheasant, in the Eagle Hills. Strike-Him-on-the-Back came up a short time after (the same season) and I explained to him that it would be impossible to give him a reserve here of any value; but he seems determined to stay, and as his band is fast leaving him, no doubt in a year or two there will be enough for himself and brothers. In 1879 there was 143 souls in this band, and last spring I was informed by Mr. Agent Orde there were only about sixty.

Thursday, 2nd June, left Battleford for the Moose Woods, *via* Carleton. As my loads were heavy and the roads wet, I decided to go by the plain or outer trail, which is seventeen miles longer than the river or hill trail, but this season in the matter of time, I believe it to be the shorter. We arrived at Carleton on the 9th instant, having had rain every day out from Battleford. Left Carleton the next day and arrived at the Moose Woods on Tuesday, the 14th; distance from Carleton, 100 miles.

I found Chief White Cap and his band located on a low flat, about ten miles long, and from two to three miles in breadth, adjoining the South Saskatchawan, which

here flows in a north-westerly direction. The band has occupied this place for about four years and, although they have had no instruction until last sping, have made very creditable progress in farming. They have ten or twelve fields of considerable size well fenced and cultivated.

The number of souls in the band is between seventy and eighty, and my instructions were to allow eighty acres to every five souls. I therefore gave them 1,280 acres, equal to two sections of land.

The survey was commenced on the 16th of June and completed on the 20th, and was so shaped as to include within its boundaries all improvements of the band, which occupy the northern extremity of the flat stretching along it for about a mile and a half.

The condition in which I found the crops of these Indians, combined with their apparent desire for improvement, bears out the statement of their instructor, Mr. Weldon, that they are intelligent and willing, and only need to be shown how, in order to do the work.

This band is one of the outlying remnants of the once powerful Sioux nation, and death appears to have made savage inroads upon them, during the last three years, forty have been swept away and a larger majority of those remaining are well up in years.

The old Chief "White Cap" laments this decline of his band and frequently grows eloquent in comparing their present miserable and precarious existence, with the former power and supremacy enjoyed by this nation, "whose numbers were as the blades of grass and whose lodges covered the prairie."

There is a chief living with this band called "Little Crow" or "Bob-tail Crow," who took an active part in the Minnesota massacre, but a reward being offered for his capture by the American Government, he fled to the protection of our flag, under whose peaceful shade he reviews with much complacency the stirring events of his early career. He has two King George III. medals, which he says have been in his family for generations, and an American officer's sword with the stamp of the United States Government upon it.

Chief One Arrow.

This reserve is located on the Saskatchewan, about four miles from Fisher's ferry, north-easterly. Chief One Arrow and his band have lived here for some time and made all their improvements. The country in this vicinity, or, in other words, the country for about six miles back from the river, and running along it, is prairie, thickly covered with bluffs of poplar, some of considerable extent, and an innumerable number of small ponds of all sizes from five acres downwards. The soil is a sandy loam with a sandy sub-soil and is of good quality. The crops on the small extent of ground cultivated by those Indians were in a flourishing condition, and I much regret that Indians, who have every convenience at hand for cultivating a larger tract of land and a farmer to teach them, do not show a more energetic spirit or a more earnest desire for improvement. This fact strikes one more forcibly after coming from the Sioux reserve, at the Moose Woods, where the Indians having only one-eighth as much land are making far greater progress, under more difficulties and with fewer advantages.

The third principal meridian runs through this part of the country, and to the west of this line the land has been sub-divided, as it is always desirable to locate the Indian reserves so as to agree as far as possible with the survey of Dominion lands. I ran the lines of this one as follows: To the west of the meridian the boundaries of the reserve correspond with the sub-division work, and the one and a-half chain road allowance—with a road allowance along its north, west and south sides; to the east of the meridian it extends eighty-one chains, so as to correspond with the now one chain road allowance regulation. This gives a road allowance all around the reserve. The survey was commenced on the 27th of June and completed on the 5th of July;

the area is sixteen square miles. A description of each line would be superfluous, as the country is all the same and its description has been already given.

I left this reserve the same day the survey was finished for Prince Albert, for the purpose of completing the work in that neighborhood, but as I found no further surveys could be made without the plans and notes of the former ones, and as the work to be done has been fully reported on in my report of progress to you, dated 27th July, a copy of which was sent to the Department, it will be unnecessary for me to go over the ground again.

Muskeg Lake Reserve—Chief Petty qua-kee—situated about twenty miles north-west of Carlton.

Leaving Carlton House on the 19th of July, after a detention of two days by reason of adverse winds which prevented our crossing the river, we reached Muskeg Lake on the 20th and commenced work on the following day.

Muskeg Lake being only a couple of miles south-west of Mistowasis, or Snake Plain Reserve, I decided that the south boundary of the latter should be, as far as possible, the north boundary of the former, therefore the eastern two and a-half miles of the Muskeg Lake Reserve coincides with the western part of the southern boundary of Mistowasis Reserve. The number of souls in the band last payment was two hundred and ten, entitling them to forty-two square miles. This quantity was given them, the reserve being laid out seven miles on a meridian, by six miles in width.

The survey was commenced on the 21st and completed on the 27th, making an average running of four and a-half miles per day. The westerly one-third of the reserve is timbered with poplar and pine, which will produce large quantities of fencing material and excellent building timber. The soil is a rich sandy loam of considerable thickness, with sand sub-soil. The crops were good, some of the vegetables I saw in the Indian gardens would be creditable to Ontario.

The people here do not farm so extensively as their neighbor, Chief Mistowasis, but prefer hunting. I think, however, that they are beginning to see the mistake they are making, and no doubt next year a much larger crop will be put in. They have built on the reserve ten or twelve good houses, and nearly all have discarded the blanket for the clothes of the whiteman, which is a long step towards civilization.

The water is principally alkaline, and therefore unfit for use; there are numbers of large hay marshes and a large area of bottom lands.

On the 30th we were *en route* for Meadow Lake, situated in some supposed-to-be unapproachable place north-west of Green Lake; and on Sunday (31st) camped at the Indian farm (Mr. Chaffer, Instructor).

This farm is situated between Mistowasis and Ahtahacoops reserves, is well fenced and has the appearance of being carefully attended to by an experienced man. His crop, which consists of wheat, barley, oats, and roots, will be large this year.

The Indians on the adjacent reserves may be said to be the most industrious in Treaty No. 6; they have carried on farming for several years, and will, next year (Mr. Chaffer says), be entirely self-supporting.

This satisfactory state of things, while it is most gratifying to the Government and the Indians themselves, will no doubt have a wholesome effect on the other bands in the vicinity, who will follow their example and profit by their experience.

His Excellency the Governor General, on the occasion of his visit at Carleton House during his recent tour through the North-West Territories, presented Mistowasis and Ahtahacoop each with a silver medal for excellence in farming and good behavior, a distinguishing mark of honor of which they are exceedingly proud.

The Presbyterian Church of Canada has a mission on Mistowasis reserve, in charge of the Rev. John McKay, and the Christian Missionary Society of London, England, one on Ahtahacoop's under, the Rev. John Hines, who has erected one of the most comfortable churches in the Territories. He has also under his direction a school, where some of the pupils have advanced so far (Mr. Hines tells me) as to be reading English and Ancient History, besides having made considerable progress in arithmetic, geography, &c.

The country from Carleton to the north boundary of Ahtahacoop's reserve—a distance of about fifty-five miles—is prairie, with groves of poplar, interspersed with hay marshes and bottom lands, with numerous small lakes. The soil is of fair quality, being sandy loam with sandy and occasionally clay subsoil; but on leaving this reserve and proceeding northerly, the country changes rapidly, the woods get thicker, the timber heavier, and the soil lighter; while the face of the country, changing from a gently undulating and comparatively level surface, becomes broken and abrupt. At Big River, fifty-eight miles from Carleton, may be located the southern limit of the true forest, and from here to Green Lake, a distance of eighty-five miles, through solid bush, the trail unfolds its crooked and labored length along the ridges, over the hills and down through the marshes and muskegs at their feet.

The Green Lake Road is the main highway of the Hudson's Bay Company from the south to the northern or English River district, and is in every way worthy of all the epithets by which it is and may be distinguished. The road was made by the Hudson's Bay Company, at considerable expense, but there is only a single track, and the ruts, worn deep with the traffic of years, makes it almost impassible, and as the traveller works his passage over it, and contemplates the ruins of many an old cart, he is irresistably hurried to the conclusion that his own will be the next to go. We returned by a new trail completed by the company this year; while it is somewhat longer it is very much better, although in a few places rather hilly for heavy loads.

The odometre distances were taken on this trail, as I found it impossible to use the instrument going up.

We arrived at the Company's depot, at the south end of Green Lake, on the 5th of August, and learned from the officer in charge that from here there was only a horse trail to Meadow Lake, and that that was nearly impassible owing to the muskegs being nearly full of water. The only course we had open to us was to make the trip in boats, going down Green Lake to Beaver River, up the Beaver to Meadow River, and up it to Meadow Lake, the place selected for the location of the reserve. Accordingly, the horses were put out to feed, in charge of an Indian, the carts, and everything not absolutely required for this journey, were placed in store at the depot. A York boat, kindly placed at our disposal by the Hudson Bay Company, was brought down from the north end of the lake, and the remainder of our outfit conveyed in it to the Company's post at that end, which we reached on the 8th of August.

On the 9th, having hired four small boats from the inhabitants living in the neighborhood of the post, we started for Meadow Lake, and after some severe struggles with the rapids and swift currents in the Beaver and Meadow Rivers, arrived at the "Landing" on the 12th, which is four miles from the lake, but on account of shallow water and rocks the river is no further navigable, and from here we were obliged to pack our supplies, camp outfit, &c.

Meadow Lake is nearly oval in shape, is about seven miles long by two and a-half wide, and lies in a north-east and south-west direction. It is drained by Meadow River, a stream about fifty yards wide, which runs out of it near its south-west corner.

The country around Meadow Lake is principally prairie, with poplar bluffs, and any one who has been through the Edmonton country will readily recognize here the same physical features, the undulating prairie with its bluffs of poplar and forests of fir, the rich, deep, loamy soil and the same luxuriant herbage.

The number of souls in this band at the last treaty payment was seventy-one, entitling them to fourteen square miles of land.

The reserve was located so as to correspond with, as far as possible, the wishes of the band. It has about a mile frontage on the lake and runs back (due north) four miles, the width being about three and a-half miles. Meadow River, along which there is some fine timber, follows the east boundary, crossing it four times. Fish are plentiful in both lake and river, so that taking the reserve as a whole, it is a very exceptional one, there being an abundance of fish, excellent soil, plenty of timber and good water.

The survey was commenced on the 13th and finished on the 18th in time to allow us to reach the forks of the Beaver and Meadow Rivers the same day.

We arrived at the Hudson Bay Company's post the next afternoon. Our time coming down was one day, while it took us four days to go up. A rough traverse was made of the Meadow and Beaver Rivers coming down, the courses being taken with a compass and the distances by estimation. The latitudes of Meadow Lake and the south end of Green Lake were also taken. The length of Meadow River is about twenty-four miles. The Beaver is comparatively a large stream, from eighty to one hundred yards wide and deep enough to be navigable most of the season. Its length from Meadow River to Green Lake is about twenty-five miles. Green Lake lies to the south of Beaver River into which it is drained by Green Lake Creek, (length about four miles) it is about eighteen miles long, and will average about three-fourths of a mile in width.

The shores are heavily wooded with poplar and spruce of fair size. The only settlement (a few houses) is that of the Hudson Bay Company's employés around the post at the north end of the lake, who make their living by obtaining occasional employment from the Company, fishing and cultivating small patches of potatoes. They are principally French half-breeds.

August 22nd.—Left the lower end of Green Lake and arrived at Carleton on the 27th. Our whole time north of the Saskatchewan was forty days, during which we ran forty-two miles of line, and travelled four hundred miles over some of the worst roads in the North-West Territories, and in which are included the three modes of travel: by cart, by boat, and packing.

Sunday, August 28th.—Met you at Carlton House and received your verbal instructions to proceed to Edmonton, at which place I would winter the party after reducing it to its lowest efficient strength.

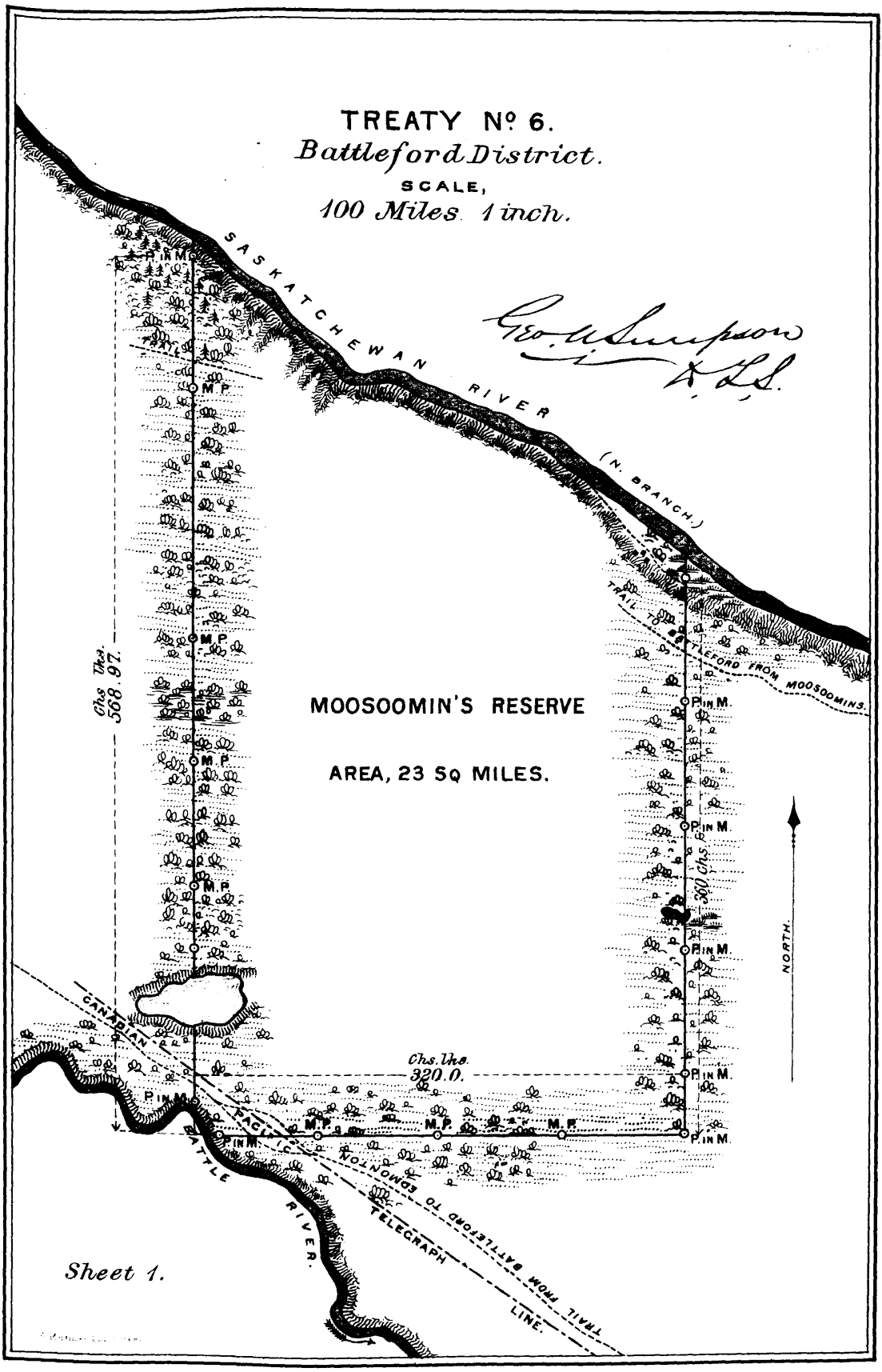
As my horses were very much in need of rest, and the mail from the east was nearly due. I determined to await its arrival, thereby giving the animals a chance to fit themselves for the Edmonton journey. We left Carleton on the 8th of September and reached Battleford on the 13th. Here I purchased a portion of my winter and next season's supplies, and having spent some days in search of a lost horse it was not until the 22nd the party left for Edmonton. As the season was far advanced I made all the necessary arrangements with Chief Factor Hardisty for the proper wintering of my men, by telegraph, from Battleford, saving myself thereby the round trip from Battleford to Edmonton, a distance of five hundred and forty miles, and left the same day (22nd) for Winnipeg.

On account of wet weather, "played out" horses, and bad roads, the party was not able to reach Edmonton until the 13th of October, and by the 1st of November they were in winter quarters. I arrived at Brandon on the 18th of October and took the train from there to Winnipeg.

The total number of days the party was in the field (from the 25th April to the 18th of October, exclusive of Sundays) was one hundred and fifty-one. Deduct for wet weather, eleven days; in Carleton, eleven days; at Battleford, eight days; total, thirty days, leaving one hundred and twenty-one days, out of which I was on the line thirty-nine and a-half days, and ran one hundred and twenty-six (126) miles, or an average of three (3) miles per day, over a country, as the field notes will show, principally timbered.

The balance of the time or eighty-one and a-half (81½) days we travelled twenty-five hundred and two (2,502) miles, making an average of thirty-one miles per day. I intended when I started out in the spring to complete the outline work of all reserves lying east of Battleford as well as those at Battleford, and had the reserves at Prince Albert been in the position I expected to find them, would have done so. However, I may say, that without the hearty co-operation of my assistant and party, I would not have been able to accomplish what has been done.

The officers of the Hudson Bay Company and the North-West Mounted Police, with their usual consideration and kindness, rendered me all the assistance in their power.


TREATY Nº 6.
Battleford District.
SCALE,
100 Miles 1 inch.
SASKATCHEWAN RIVER
(N. BRANCH.)
Geo. McDougall
D. L. S.
TRAIL TO BATTLEFORD FROM MOOSOOMINS.
MOOSOOMIN'S RESERVE
AREA, 23 SQ MILES.
Chs. Lks. 568.97.
Chs. Lks. 320.0.
560 Chs.
NORTH.
CANADIAN P. R.
PACIFIC R.
BATTLE RIVER.
TELEGRAPH LINE.
TRAIL FROM BATTLEFORD TO EDMONTON
P. in M.
M. P.
Sheet 1.

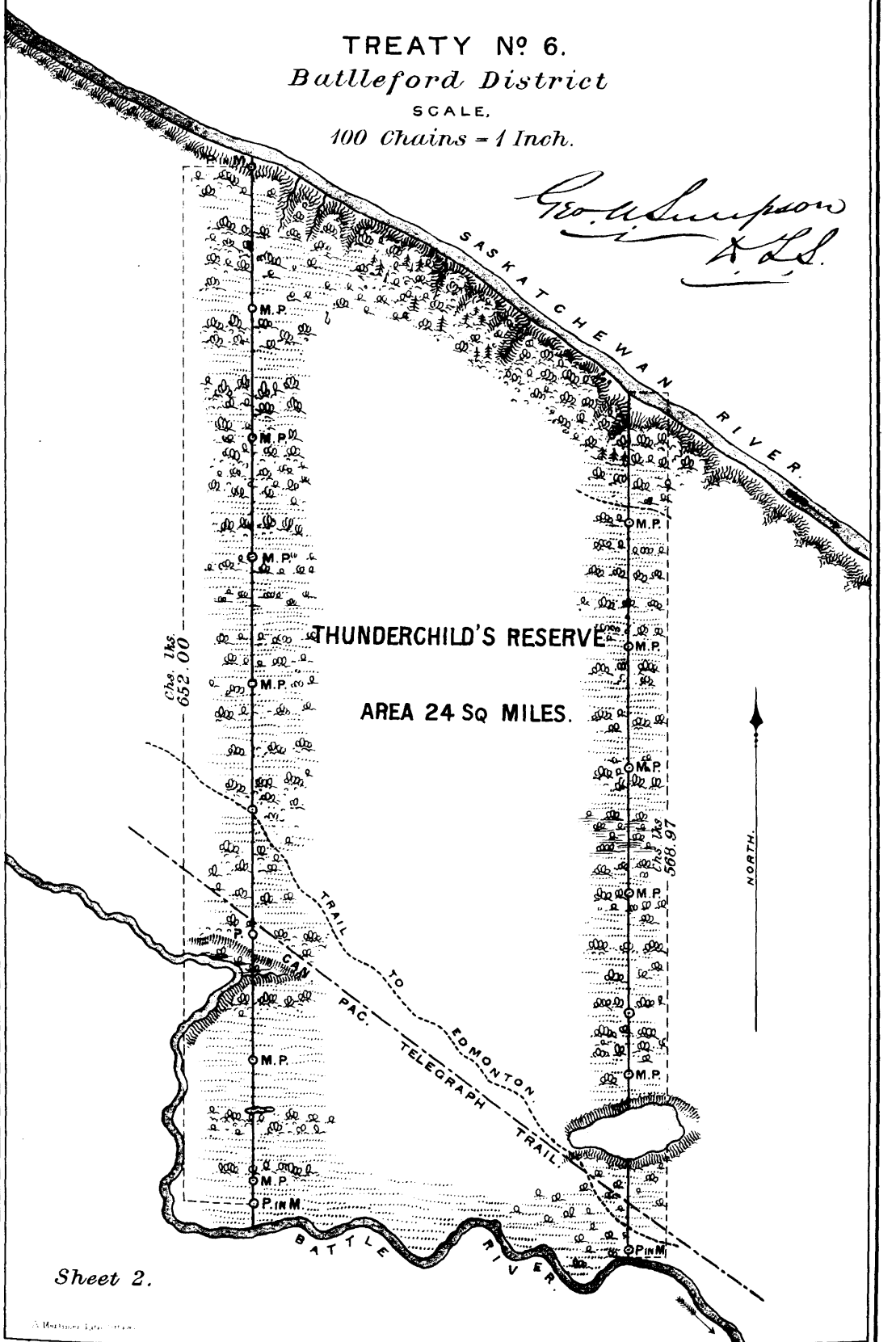
TREATY Nº 6.

Battleford District

SCALE.

100 Chains = 1 Inch.

Geo. A. Simpson
D.L.S.



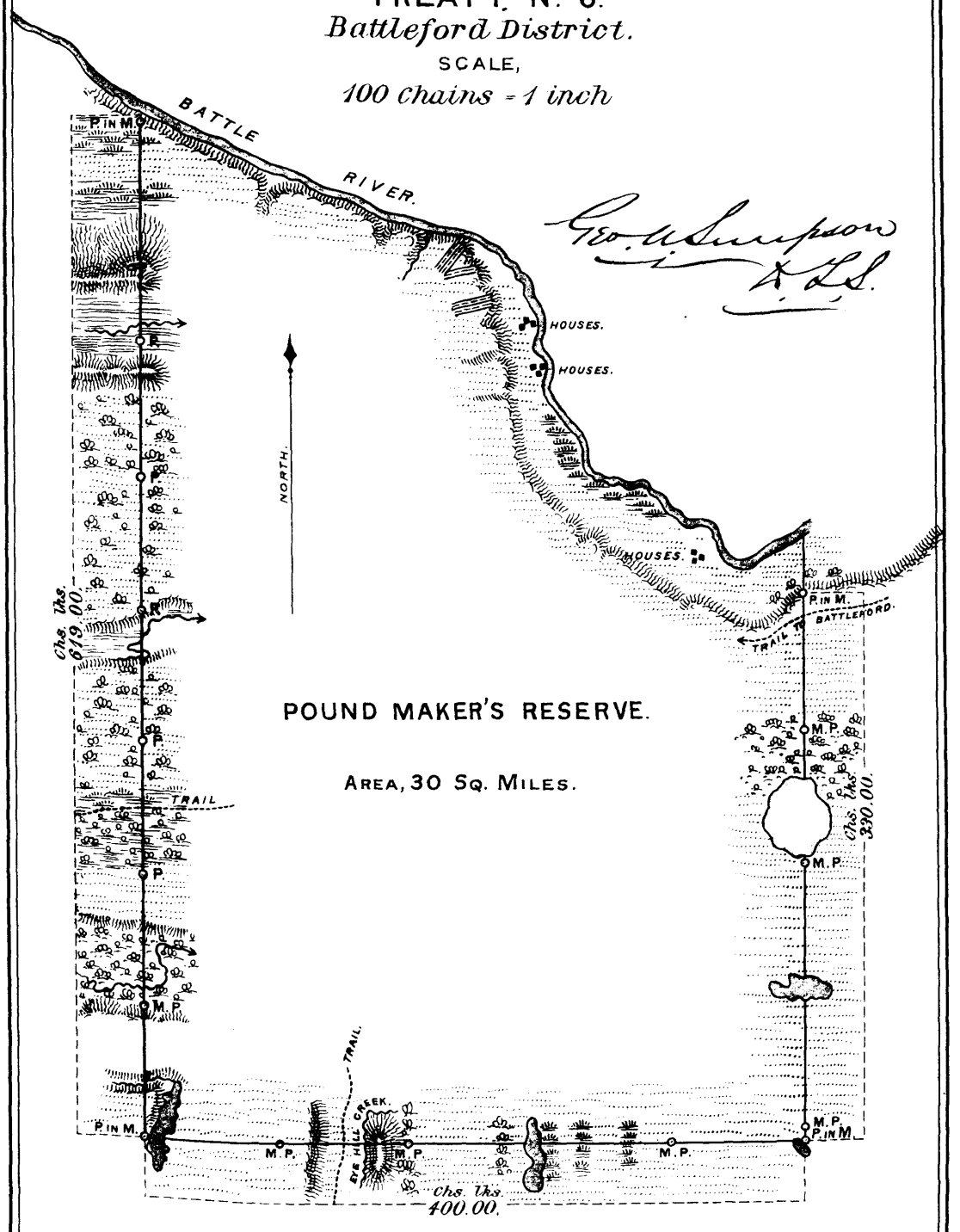
Sheet 2.

TREATY No. 6.

Battleford District.

SCALE,

100 chains = 1 inch



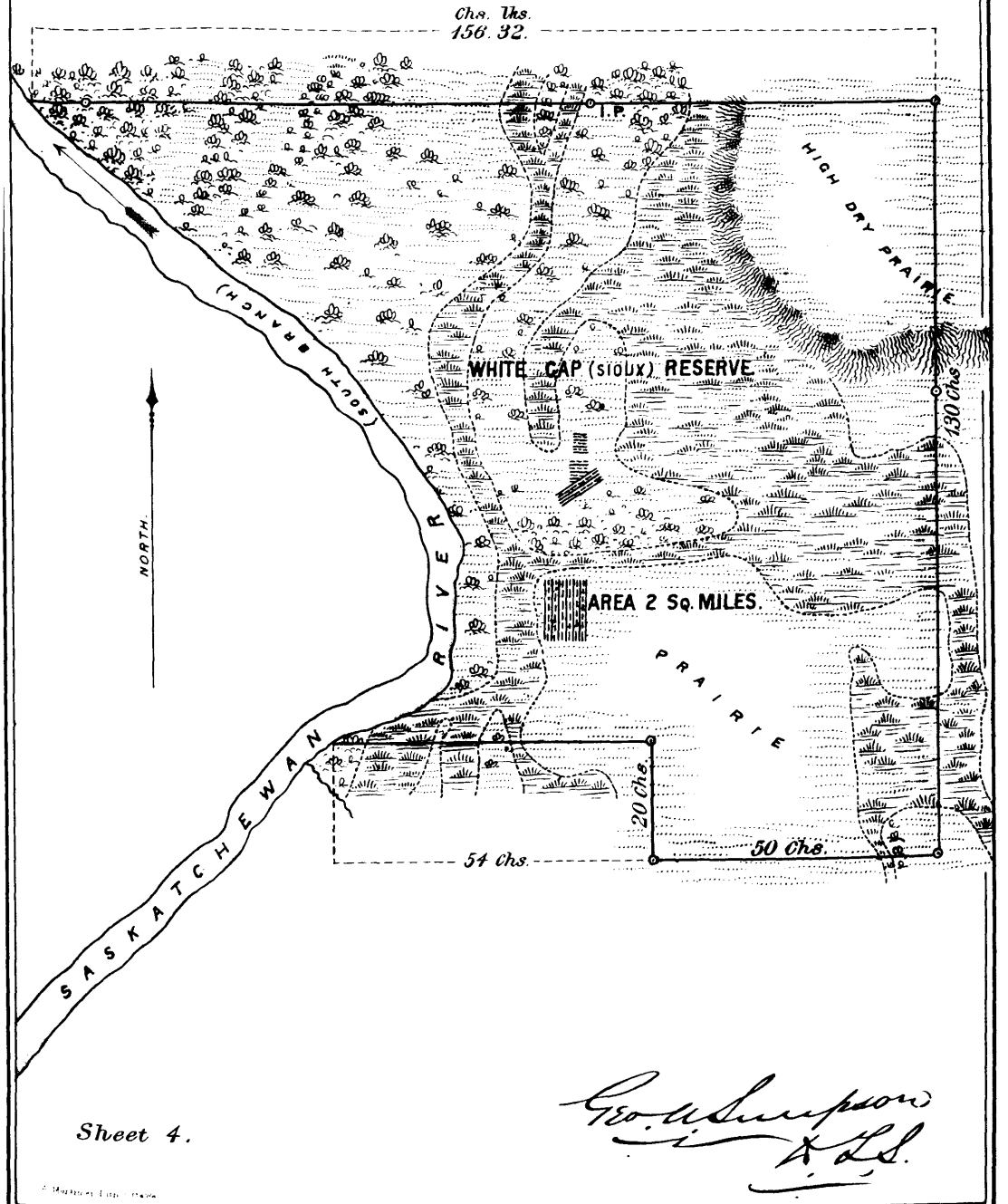
Sheet 3.

TREATY Nº 6.

Carlton District.

SCALE.

30 Chains = 1 Inch.



Sheet 4.

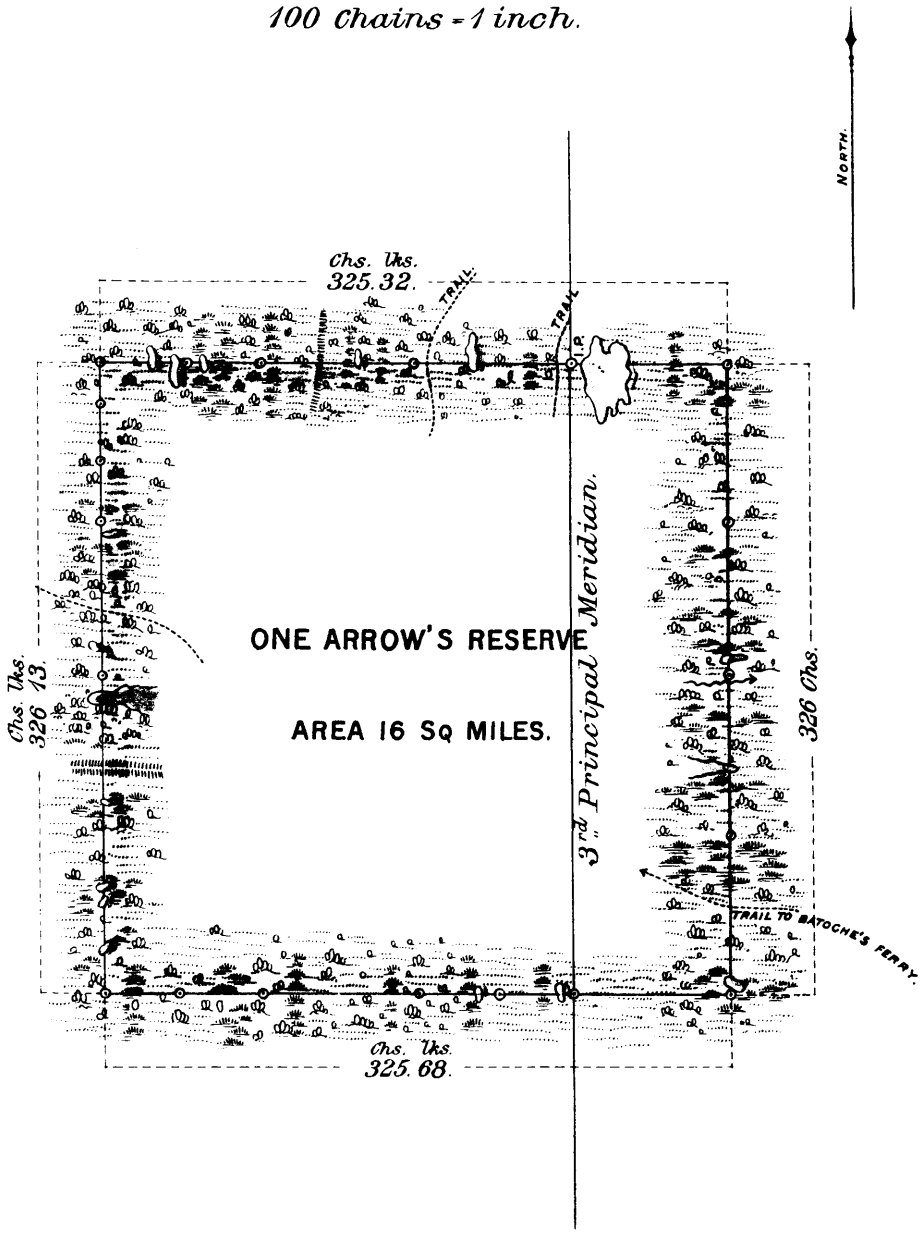
Geo. A. Simpson
D. L. S.

TREATY Nº 6.

Carlton District.

SCALE,

100 Chains = 1 inch.



Sheet 5.

Geo. A. Simpson
D. L. S.

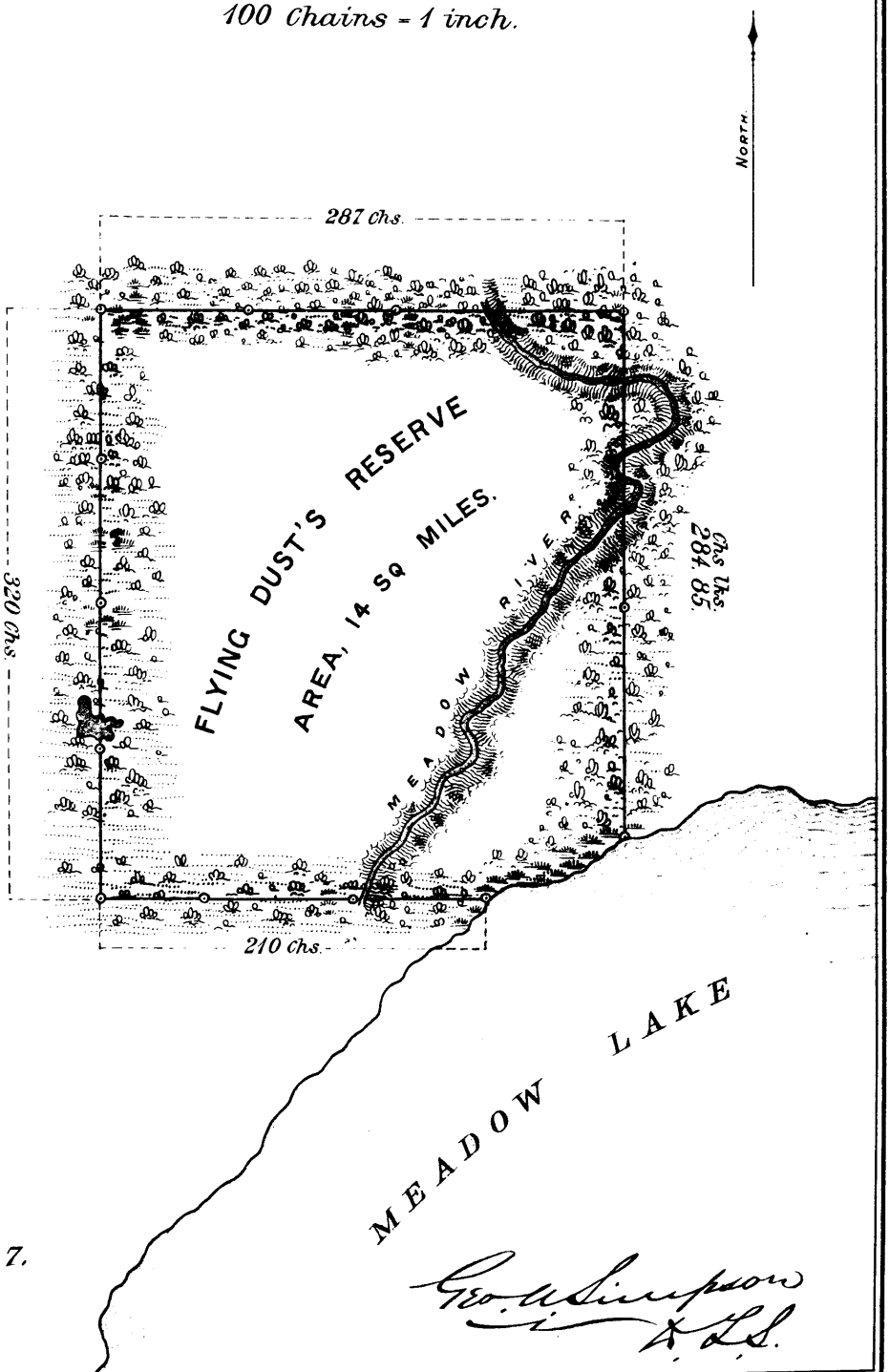
MISTOWASIS RESERVE
I.P.
TRAIL FROM GREEN L. TO CARLTON.
Chs. lks.
480. 40.
TREATY Nº 6.
Carlton District.
PET-TY-QUAW-KY'S.
AREA, 42 SQ. MILES.
SCALE,
100 Chains = 1 inch
560 chs.
562 chs.
CARLTON TRAIL
NORTH.
MUSKEG LAKE.
480 Chs.
Geo. A. Simpson
D.L.S.
Sheet 6.

TREATY Nº 6.

Carlton District.

SCALE,

100 Chains = 1 inch.



Sheet 7.

Geo. McSimpson
D.L.S.

I attach the trail distances on routes we travelled which have not yet been published.

I have the honor to be, Sir,

Your obedient servant,

GEO. SIMPSON,

Indian Reserve Survey, Treaty No. 6.

Trail distances from Carleton House to elbow of the South Saskatchewan.

From Elbow.		From Carleton.
145·00	Carleton House	0·00
132·50	Duck Lake	12·50
126·50	Fisher's Ferry	18·50
119·50	Forks Gabriel's Ferry	25·50
104·00	" trail to Sioux Reserve (end of timber)	41·00
82·50	Cross telegraph line near 10th base line	62·50
52·00	Creek	93·00
36·00	" 30 ft. wide, 1½ deep (in valley)	109·00
.....	Elbow south branch Saskatchewan	145·00

GEO. A. SIMPSON,

Indian Reserve Survey, Treaty No. 6.

OTTAWA, 7th January, 1882.

Trail distances from Carleton House to the depot at the head of Green Lake:—

From Depôt.		From Carleton.
133·65	Carleton House	0·00
112·00	Forks Muskeg Lake trail	21·65
108·10	Presbyterian Mission at Mistowasis Reserve	25·55
102·60	Indian Farm	31·59
100·40	Creek (bridge)	33·61
97·20	Lake	36·45
90·30	C.M.S. Mission, Sandy Lake	43·35
89·00	Creek (6 ft. wide, 1 ft. deep, bridge)	44·65
81·55	Shell River	52·10
75·57	Big River (about the southern limit of the forest)	58·80
71·46	White Fish Lake	62·19
57·60	Forks (old and new trails)	76·50
53·20	Creek (bridge)	80·45
40·20	" (12 ft. wide, 2½ ft. deep, bridge)	93·45
26·00	The "Image"	107·65
22·00	Forks (new and old trails)	111·65
20·45	The "Two Bridges" (Crooked Lake)	113·20
17·37	Clear Water Lake	116·28
15·40	Lake	118·25
6·70	Creek (bridge)	126·58
0·00	Depot, Hudson's Bay Co.	133·65

GEO. A. SIMPSON,

Indian Reserve Survey Treaty No. 6.

OTTAWA, 7th January, 1882.

OTTAWA, 10th January, 1882.

SIR,—I have the honor to submit the following report of progress during the past season of the survey of the Indian reservations under my charge in Treaty No. 4, North West Territories.

The season's work comprised the allotment of reserves in the following localities, viz:—

Moose Mountain,
Crooked and Round Lakes,
Nut Lake,
Fishing Lake,
Touchwood Hills,
The Qu'Appelles.

I left Ottawa on the 5th May, and proceeded to Winnipeg to organize my outfit.

On the 4th June, the purchase of supplies, transport, animals and camp equipage was completed, and the party made a start for the West.

The surplus supplies, &c., left after loading the carts, were forwarded to Fort Ellice by one of the Hudson Bay Company's steamers plying on the Assiniboine River.

On June 8th, I left Winnipeg by rail for Portage la Prairie, where I overtook my party.

The roads, as usual at that season of the year, were very trying on horse flesh. The mules, however, pulled through the mud holes much better than I expected, and as soon as we struck more solid footing, west of the Little Saskatchewan River, prairie navigation became less laborious to both man and beast.

I arrived at Fort Ellice on June 15th, and was not a little surprised to find that I had to ferry my whole outfit across the Assiniboine River, which had then risen to a most extraordinary pitch, and filled the valley from bank to bank.

At Fort Ellice I communicated with Colonel McDonald, and through him received instructions to proceed to Moose Mountain and establish the boundaries of reserves for the bands of Pheasant's Rump, and the Ocean Man.

I stored my extra supplies at Fort Ellice, and moved out to Beaver Creek *en route* for Moose Mountain on the 23rd June.

One of my men, Houston, unfortunately got bitten on the knee by an insect. The swelling became serious, and not having any medical comforts on hand, I thought it advisable to send him back to Ellice, where he arrived in time to catch the steamer for Winnipeg.

After leaving the tract of sandy land between the Qu'Appelle River and Beaver Creek, the road to Moose Mountain passes over a slightly undulating prairie. The soil is generally a loam with some gravel, and water is found in numerous shallow ponds, varying with the dryness of the season.

The wood on this route consists of only small clumps of scrub and a few dry poplars, except at the Pipe Stone Creek—a more inviting tract of country for the settler—where there appears to be a good deal of white poplar, of five or six inches in diameter, on the slopes to the stream.

I gave no attention to the adjustment of the topographical features of this part of the country, as I expect they will be carefully laid down by the gentlemen who were then subdividing and surveying the outlines.

I entered the woods at the Tail of the Mountain on June 29th and visited White Bear's reserve at the Heart Hill.

I fixed the geographical position of this reserve, as it had not been shown on the maps; and I planted iron bars at its south-east and south-west corners, in accordance with the wishes of the Indians.

They are very proud of having the corners of their estates marked by iron posts, "like the white men."

This reserve lies on part of the top and south-western slope of the Moose Mountain. It contains an area of about forty-eight square miles, and was taken up by the

Indians evidently with a view of securing timbered instead of farming lands. The open part of it, on the south-western slope, is broken and covered by a profusion of boulders, and I did not meet with an area well adapted for a farm, except two or three miles at the south east corner.

There is a lake near the north-west corner, called by the Indians *the lake where the fish is*, abounding in pike and pickerel. White Bear informed me that he wished very much to have this lake within the boundaries of his reserve, as his people depend in a great measure for their support from the fish caught there. I wished to make a reconnaissance of this lake but I found it impossible to approach it at the time owing to the high waters in the dense woods which surround it.

I am told by my interpreter, Thomas Spence, that this lake measures about three miles in length and about one mile in width.

I proceeded on to the Head of the Mountain and laid out reserves for the bands of Pheasant's, Rump and the Ocean Man, as shown by the accompanying diagram A, illustrating the work.

These two reserves contain a fair proportion of farming land of the finest quality, good grazing land, hay lands and wood; and I consider them highly suitable for agricultural purposes.

At first, when I conferred with the Ocean Man, some of his headmen wished to have the reserve to extend three and a-half miles or thereabouts, farther eastward than they are now located. This change would have brought the eastern boundary up to the meridian between ranges 4 and 5, and would have given them too much woodland.

The Ocean Man's brother, who has by far the most to say in a pow-wow, appeared to place great value on a small flat near the south-east corner, where doubtless he had private views of establishing himself and family at some future day. The lines took in this coveted ground and consequently he felt much pleased.

On the 21st July the survey of the Moose Mountain reserves was completed, and a general stampede of the animals took place on the 22nd, causing a delay of two days. I followed them up at once, accompanied by Red Ears *alias* the Beaver Potato, a good tracker, whose services I procured at the Indian camp, and succeeded in capturing them far out on the Plains of the Souris.

I left for Crooked Lake immediately after.

From the Head of the Mountain I struck northwards over a fine undulating fertile prairie with clumps of young poplar, for about forty miles, and entered the woods south of the Qu'Appelle Valley at Crooked Lakes.

The Indians there having desired a change in the position of the reserves already surveyed, I was instructed to survey suitable reserves on the south side of the valley for the bands of Mosquito, O'Soup, Ka-kee-wis-ta-haw, Ka-kee-she-way and Cha-ca-chas, and to reduce the length of the frontage of the reserves already surveyed for them on the River Qu'Appelle.

The old reserves occupied a frontage, on the north side of the valley, of thirty miles, and a frontage on the south side of twenty-one miles.

As I had no plans of the work done last year by Mr. Patrick, I proceeded to make a reconnaissance of that part of the Qu'Appelle River, likely to be made the front of the new reserves. I also examined the country thoroughly. After doing this, I communicated with Colonel McDonald, Indian Agent at Qu'Appelle, some of the Indian chiefs being there at the time.

After some planning, as to the best manner of adjusting these reserves, it was decided to cut five miles off the lower part of O'Soup's reserve, so as to give Ka-kee-wis-ta-haw a frontage on the river, and some of the bottom lands where they had already commenced farming. Ka-kee-wis-ta-haw's band have now a good reserve, and a fair share of timber in the gulches leading to the river.

It will be seen by referring to the map, sketch B, the band of Ka-kee-wis-ta-haw have no fishing ground in front of their reserve like the others at Crooked and Round Lakes. I, therefore, thought it desirable to reserve for them a small bit of ground on the north side of Crooked Lake for a fishing station.

On August 19th, I sent a message to Captain Dawson, a contract surveyor engaged in sub-dividing township 17, in ranges 3 to 6, west of the second principal meridian, requesting him not to enter the part reserved for the Indians, of which I sent him a diagram.

They had been much dissatisfied with the work already done through the reserves by the outline surveyors, and had made several complaints to Colonel McDonald to that effect.

I left my party to finish a line between two of the reserves at Round Lake, and proceeded to Fort Qu'Appelle, and as you are aware received further instructions.

While at Qu'Appelle I met most of the Chiefs and Head men of the bands, whose reserves were yet unsurveyed, and with them and the Indian Agent discussed and fixed upon locations for them.

On the 26th August, my party arrived from Crooked Lake, and, we left the same day for Nut Lake, going by Touchwood Hills and Fishing Lake.

From Touchwood Hills to Fishing Lake most of the trail was rendered almost impassible from the excessively heavy rain fall during the summer.

From Fishing Lake to Nut Lake, forty miles by estimation, in a northerly direction, the cart trail is a very bad one. The land is a black, sandy loam with scrub and poplar in clumps. To my mind this tract of country is admirably adapted to farming and stock raising.

In latitude 52° 00′ and about thirteen miles north of Fishing Lake, I entered and passed through a belt of very swampy country, with much wind fall, called, very appropriately, by the Indians, *the net of lakes*. After crossing this belt, I struck the waters flowing north into Red Deer River, and met with fine stretches of open prairie well intersected by creeks.

I arrived at Nut Lake Farm on the 7th September.

The Indians of Yellow Quill's band had been away all the summer at Qu'Appelle to see His Excellency, and to receive their annuities; and consequently the crops were neglected. The barley had ripened early and was a good sample. The turnips and potatoes were smothered with the amazing vegetation peculiar to this northern country.

On the following day I was visited by a section of Yellow Quill's band, headed by his brother, who is said to be a bitter enemy of that chief. This Indian informed me that they did not wish to have any surveying done in the country, as they were much dissatisfied. I explained to them the objects of the survey and how desirable it was that they should direct their attention to farming operations like their brethren at Crooked Lake.

They subsequently assented to my going ahead with the work. After the pow-wow I was informed by them that a small present of tea and flour was customary on such occasions, and would be most acceptable.

I gave them a small quantity of these commodities, and reminded them that they had forgotten to ask for some tobacco and sugar.

There is one apparently bad character in this faction of the band known as the Sioux.

I proceeded to examine the country and was rendered valuable assistance by Mr. Joseph Nolin, Indian Farm Instructor, who accompanied me from Touchwood Hills.

After selecting a suitable tract for the reserve, I made a traverse of the eastern shore of the lake and ran the boundary lines, commencing at the north-west corner, as shown on sketch C.

This reserve may be said to extend along the east shore of Nut Lake for six miles, measured on a due north and south line, and back from the lake an average depth of two and one-half miles due east.

The soil is highly suitable for the production of barley and potatoes, and the lake abounds with fish and fowl.

The Departmental farm, with its buildings, comprising a new house, byre and storehouse, are in the reserve, as well as the gardens cultivated by the Indians themselves.

The country to the north and west adjoining the reserve may be said to consist of swamps and brulés. There was good tamarac and spruce, but most of it has been destroyed by bush fires.

I did not mound the southern boundary of the reserve west of the south-east corner, except at the crossing of the trail and at the Pipe Stone Creek, for most likely it will have to be extended farther south as this band has not yet had as much ground as they are entitled to.

One faction of the band asked me to survey a reserve for them at Green Water Lake, but I am told the land up there is not suitable for a reserve.

As soon as I finished the work at Nut Lake I proceeded to Fishing Lake, where some families of Yellow Quill's band had already settled, and surveyed a reserve as shown by sketch D.

I commenced the survey of this reservation on the 19th, I had previously looked over the locality on my way to Nut Lake.

I ran the boundaries of this reserve to coincide with the outlines of township 33, Range 12, west of the 2nd principal meridian.

The location is good, as it has Fishing Lake on the east side. The soil is very rich and there is plenty of good timber. Wild fowl abound on Fishing Lake, where the Indians have fisheries. Large game is said to be quite plentiful to the north-east of the lake; bears and elk are there I know, for when I was assistant with Mr. A. L. Russell, some years ago, I killed a fine cinnamon bear, and this year claimed an elk.

The survey of this reserve was completed on the 29th; and the bell mare had a colt which caused great commotion among the mules. Its life was saved, however, and no time was lost on the journey from Fishing Lake to Touchwood Hills.

I had some alterations to make in the boundaries of Day Star's reservation, as the farms and houses were all outside of it, on the south side as shown by the accompanying sketch (E.)

I conferred with Day Star and his two headmen, Crow Buffalo and Kid Fox, as to the changes they desired.

I subsequently ran the lines to cover all their improvements.

On the 8th October a spell of very cold weather set in, rendering it next to impossible to do any work; as nearly half of the area of this part of the Hills is covered by lakes and swamps, then frozen over, but not sufficiently strong to bear.

On the 28th the work was finished; and before leaving I visited Day Star's house, at his request, and was much surprised to see what a comfortable and tidy place he possessed. This chief has a very large family of daughters, who appear to be quite skilful in housekeeping and in the dairy business. They are less repulsive than most of their kind.

Day Star informed me that he was going to work in earnest, and with a good heart, his improvements being now on their own estate.

I proceeded to Qu'Appelle on the 29th.

The snow which had been about a foot deep on the level had all disappeared.

I had visited Gordon's band, at the Mission, with a view of ascertaining the nature of the country that would be taken into their reserve by changing the boundaries as these Indians desired.

They said they were anxious to make a change of good, timbered land for open prairie for farming purposes, and asked for a strip a mile deep to be added to the north and west sides of the reserve; and to have a similar strip cut off the south and east sides.

I found, upon investigation, that the strip they wanted on the north side would take in the remainder of a patch of valuable timber land, most of which they had already on their reserve.

A strip added to the west side of the reserve, of about a mile wide would take in the farms and improvements made by this band outside the west boundary; and a small bit added to the north side at the north-west corner would be all that is necessary to cover improvements.

I also visited Muskow-equin, who has settled about four miles south of Touchwood Post. I informed him that I had come to survey his reserve, and hoped that he had at last decided upon a location for it.

His brother-in-law, an evil disposed half-breed, called Emanuel, who happened to be present at the time, acted as his spokesman. This individual informed me that a great number of the people of this band were off south of the International Boundary, and that it will take a very large reservation for them. I told him that I came to survey the reserve for those who had taken treaty, telling him their number, and the area of land to which they were entitled. He said they were promised *fifty miles square*, and that they would take no less.

I saw there was little use in trying to do anything with Muskow-equin while Emanuel was present. So I concluded to not bring my party there at all.

I have shown on the new map to be published by the Dominion Land Office, where this band will likely take their land. It will also be seen that two settlers, Mr. Nolin and Mr. Couture, have made valuable improvements quite close to the Indians.

My next work was the survey of a reserve on Jumping Creek, shown by sketch F, six miles above Fort Qu'Appelle, where I arrived on the 2nd November.

I had previously visited this place in the summer, and fixed upon a suitable area, with Colonel McDonald and the Indian Chief, Standing Buffalo.

This reservation has a remarkably beautiful situation. It has an area of seven and a-half square miles, bounded on the west side by Jumping Creek, and on the front by the Qu'Appelles. The soil is a clay loam of the first order, and there is abundance of wood. Hay is scarce and consequently a small meadow was reserved for them at the extensive hay grounds farther up the river.

I then proceeded up the valley of the Qu'Appelle for about twenty miles above the Fort to the place where Muskowpeetung's band have settled down and commenced farming operations this year.

I conferred with Muskowpeetung, whom I found hard at work building houses for the winter, and he informed me that he wished to have his reserve on the south side of the river adjoining, and west of Pasquais'.

He showed me where Mr. Wagner had established the north-west corner of Pasquais' reserve, and I made a traverse of the Qu'Appelle River for seven miles west of it, as shown by the accompanying sketch G, and proceeded to establish the west boundary.

The weather became very cold and stormy and the snow fell again to a depth of fourteen inches. I found it impracticable to carry on the work economically out on the plains, and as the work was completed in the valley, I concluded to leave the rear and part of the west boundaries till spring.

I may add that the tract of country covered by this reserve for Muskowpeetung's band is like most of the land in the Qu'Appelle district, and is of good quality. There is not much wood on the bench; but in the gulches extending back from the valley there is abundance of poplar and a few small maples.

The bottom lands along the river front are of the richest soil passing into extensive hay grounds.

Opposite to this reserve, on the north side of the River Qu'Appelle, some bottoms for hay grounds were selected for the Indian Department. These are colored pink on the accompanying sketch.

On the 17th November, I moved down to Fort Qu'Appele, and on the 18th the thermometer registered 18° below zero, while I was surveying the part of the valley occupied by the Indian Department as shown by sketch H.

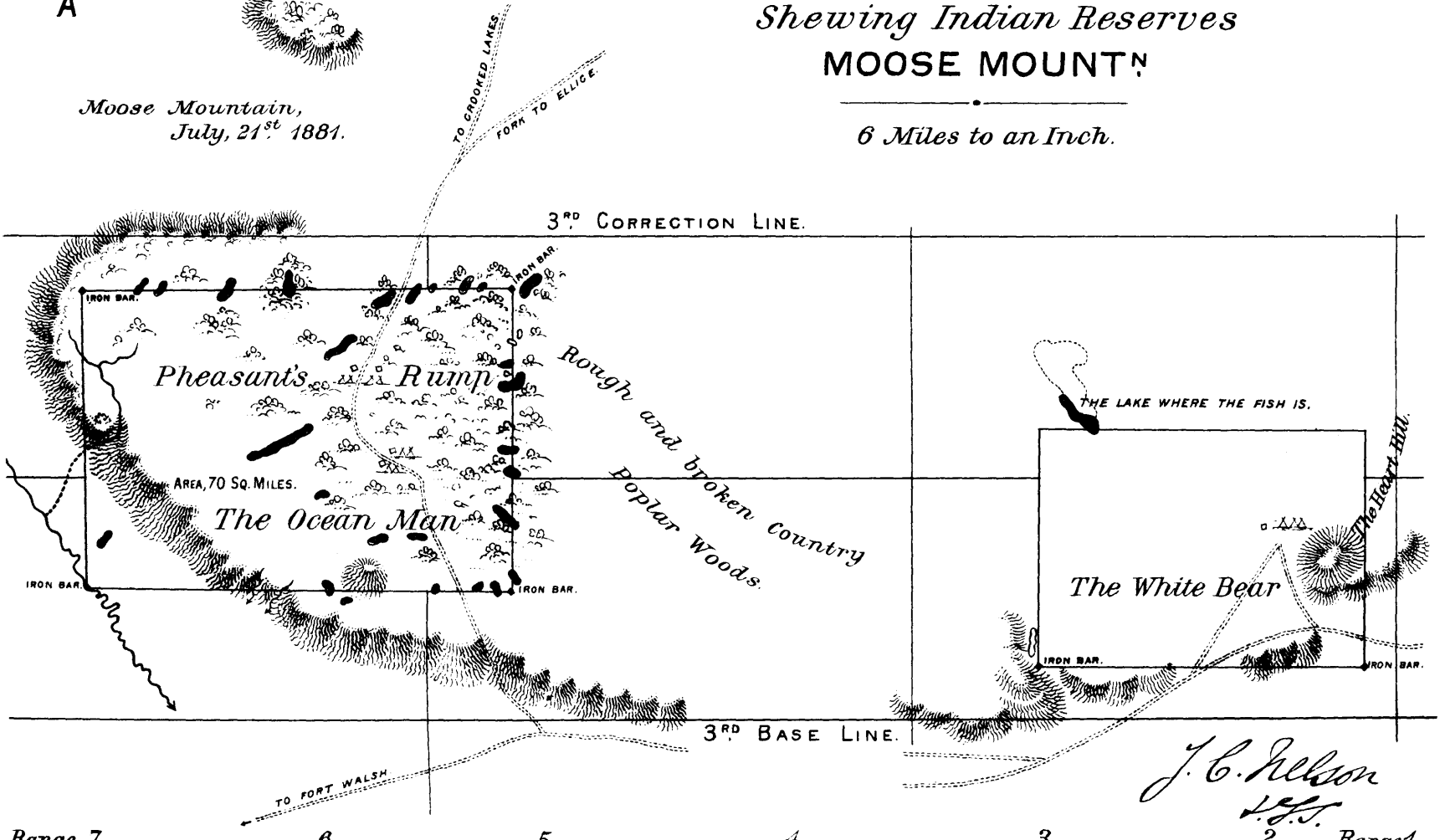
All my animals were in good condition, nothwithstanding a hard trip some of them had made to Fort Ellice for my supplies while the snow was on the ground, and I thought it well to provide them with a hospitable range for the winter with as little delay as possible. I therefore overhauled my outfit and carefully stored with the Hudson Bay Company at Qu'Appelle my instruments, camp equipage and provisions, except such as were actually needed by my assistant and another man who are looking after the mules in winter quarters fifteen miles from the Fort.

A

SKETCH
Shewing Indian Reserves
MOOSE MOUNTN

Moose Mountain,
July, 21st 1881.

6 Miles to an Inch.



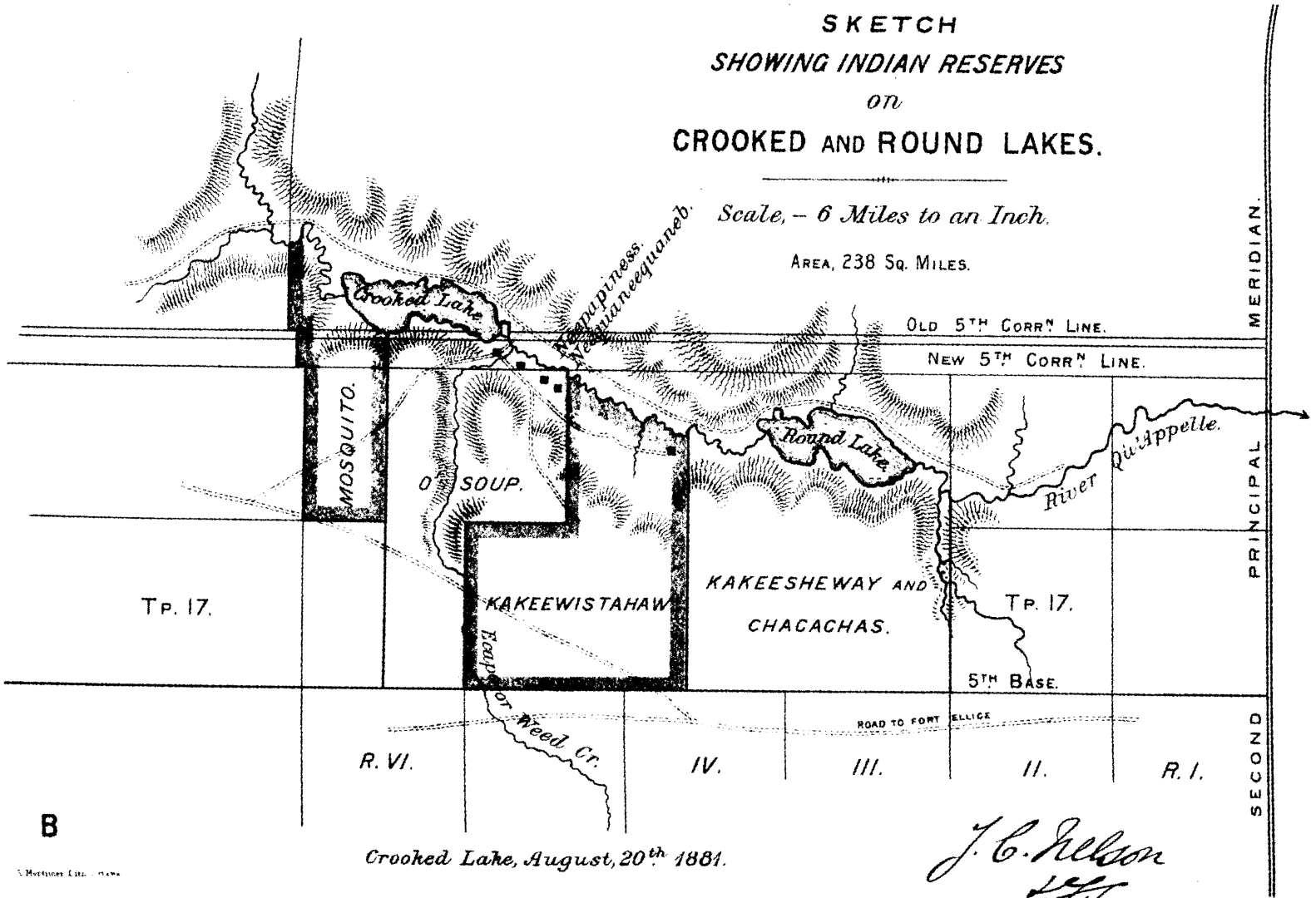
J. C. Nelson
D.L.S.

Range 7 „ *6* „ *5* „ *4* „ *3* „ *2* *Range 1*

SKETCH
SHOWING INDIAN RESERVES
on
CROOKED AND ROUND LAKES.

Scale, – 6 Miles to an Inch.

AREA, 238 SQ. MILES.



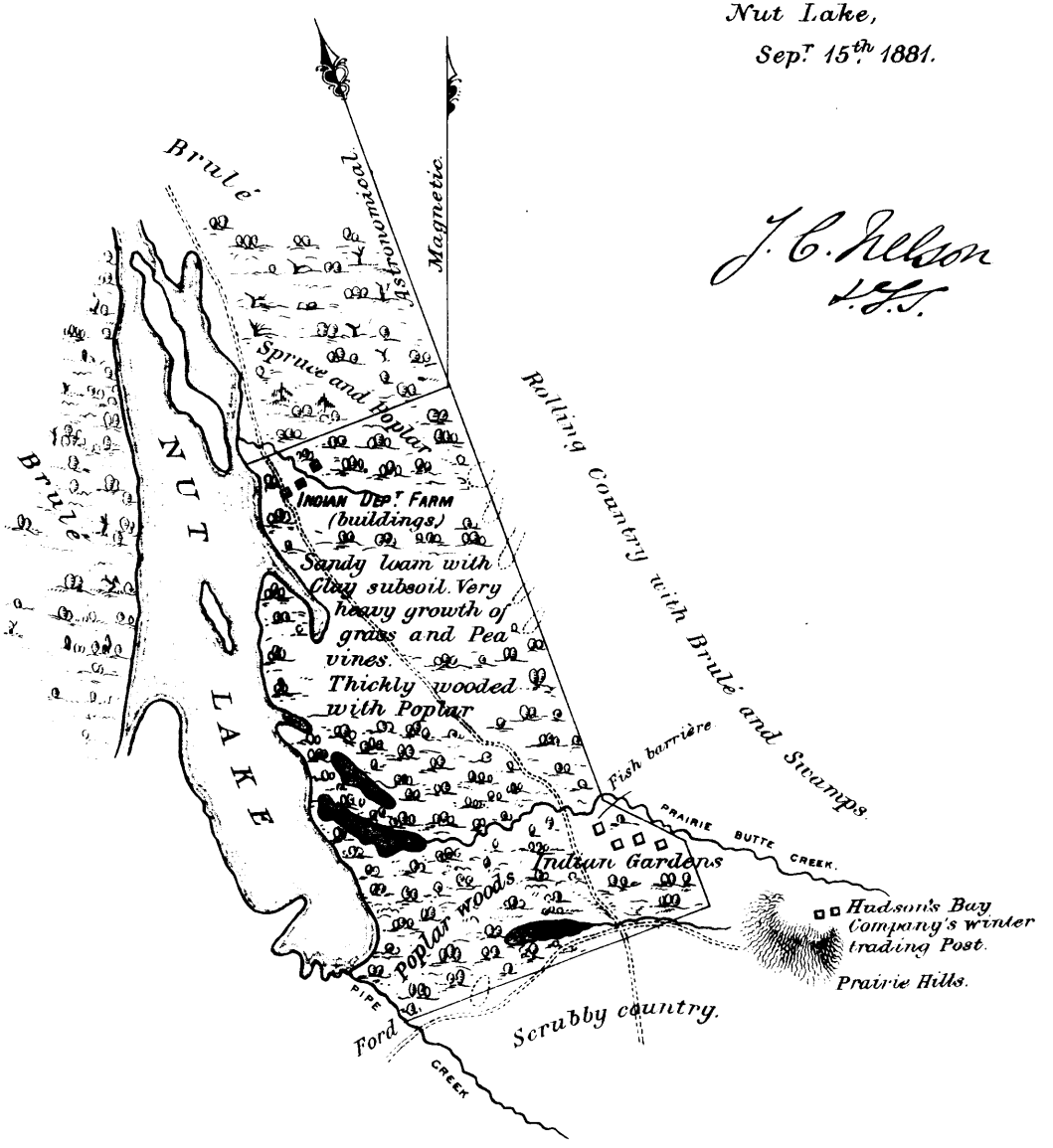
B

Crooked Lake, August, 20th 1881.

J. C. Nelson
D.L.S.

Nut Lake,
Sep.r 15th. 1881.

J. C. Nelson
D.L.S.



Rough Sketch on a scale of 2 Miles to the Inch.
Shewing Reserve for part of Yellow Quill's Band,
at Nut Lake. – Area 16½ Square Miles.

C

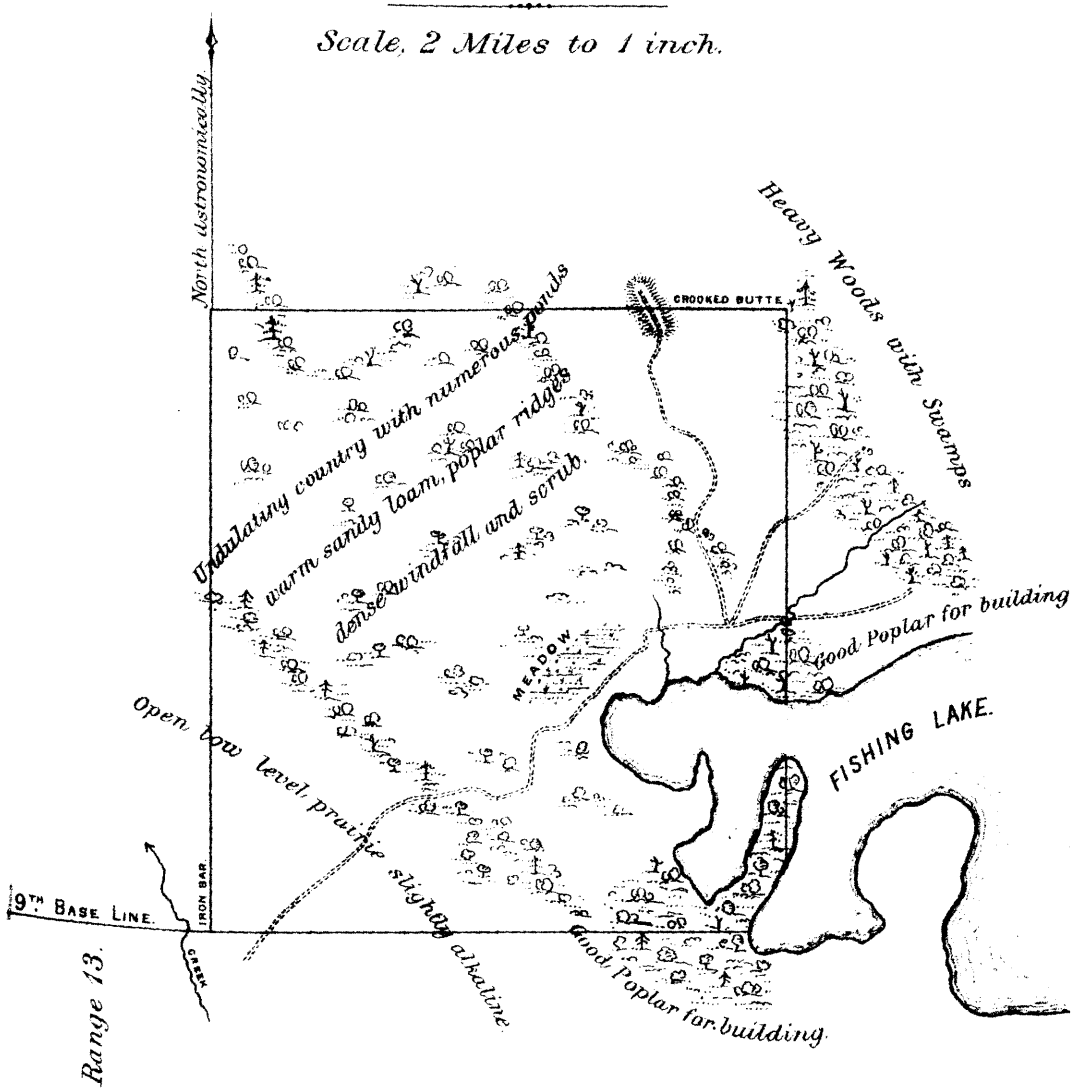
SKETCH

Showing Reserve for part of

YELLOW QUILL BAND

at Fishing Lake, N. W. T.

Scale, 2 Miles to 1 inch.



Fishing Lake, 29th Sept. 1881.

J. C. Nelson
D.L.S.

D

SKETCH

SHOWING RESERVE

for

DAY STAR'S BAND

in

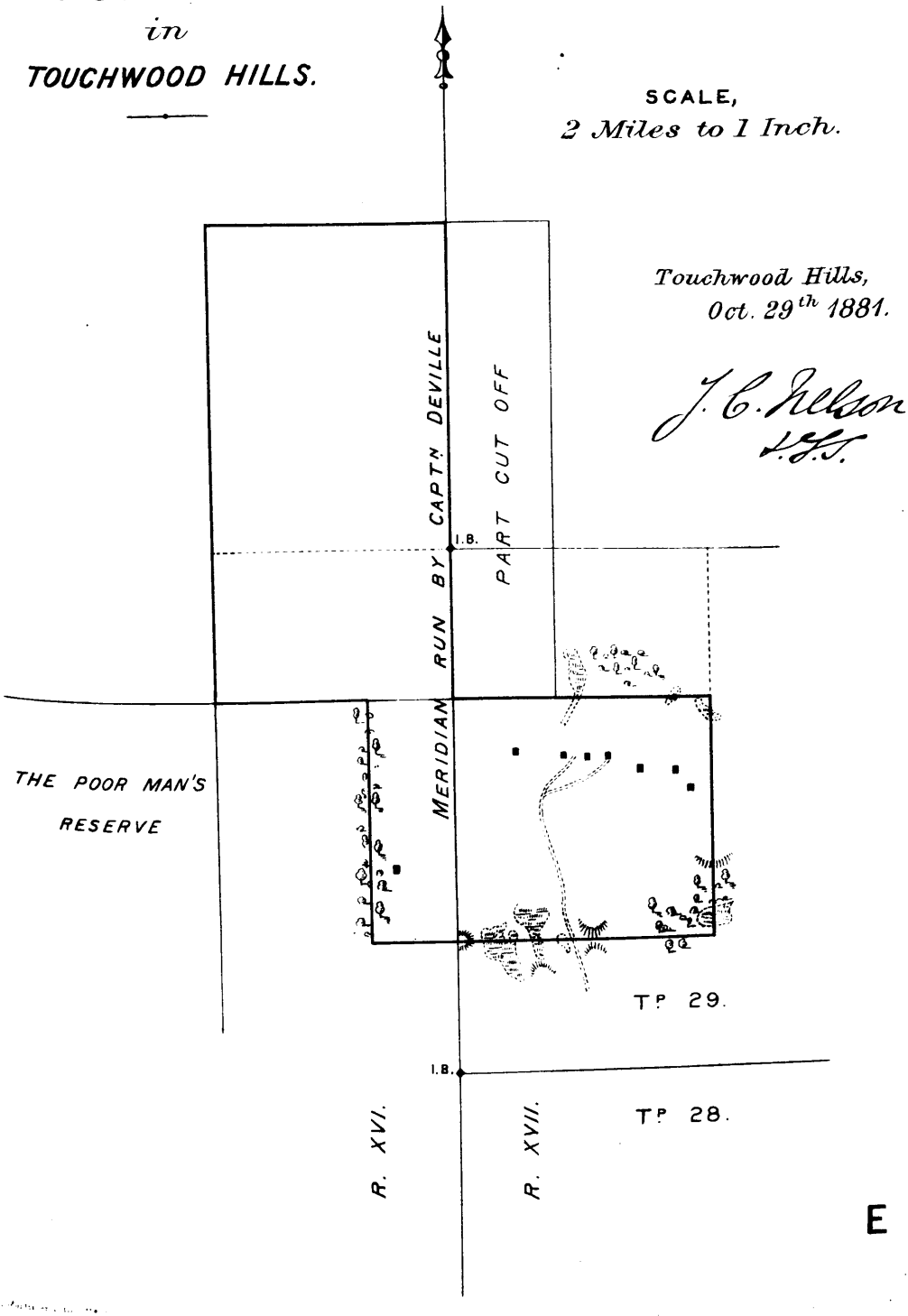
TOUCHWOOD HILLS.

SCALE,

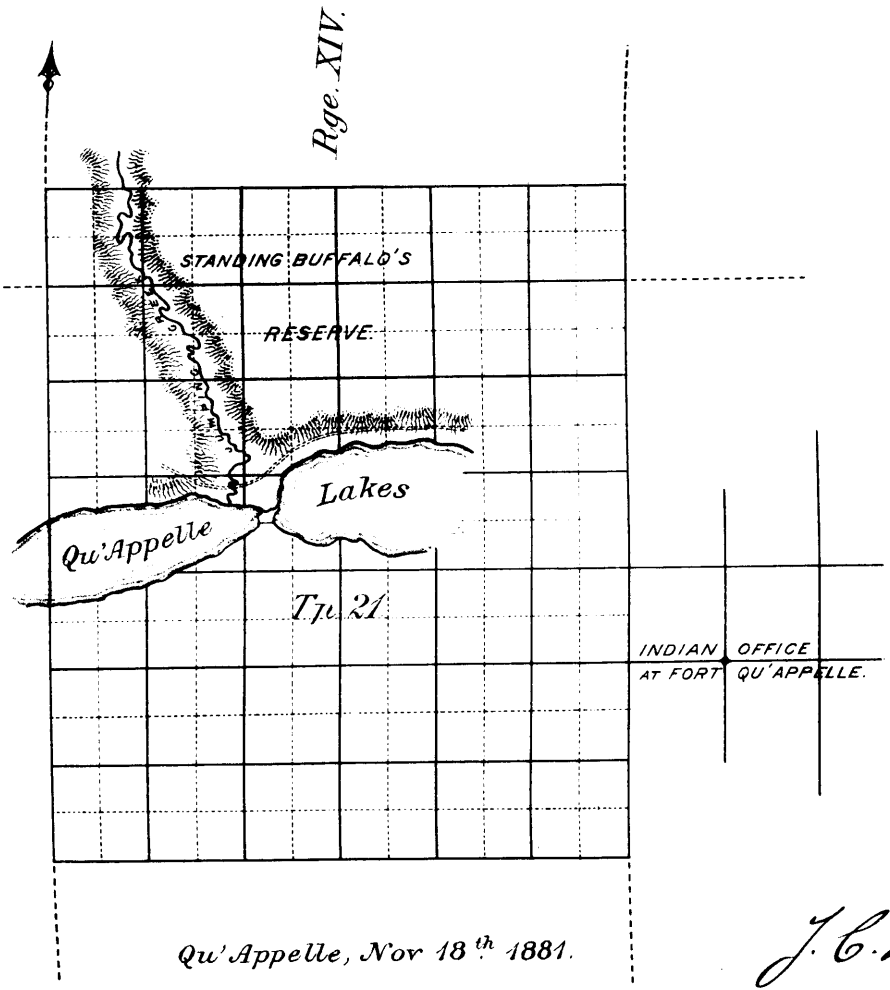
2 Miles to 1 Inch.

Touchwood Hills,
Oct. 29th 1881.

J. C. Nelson
D.L.S.



E



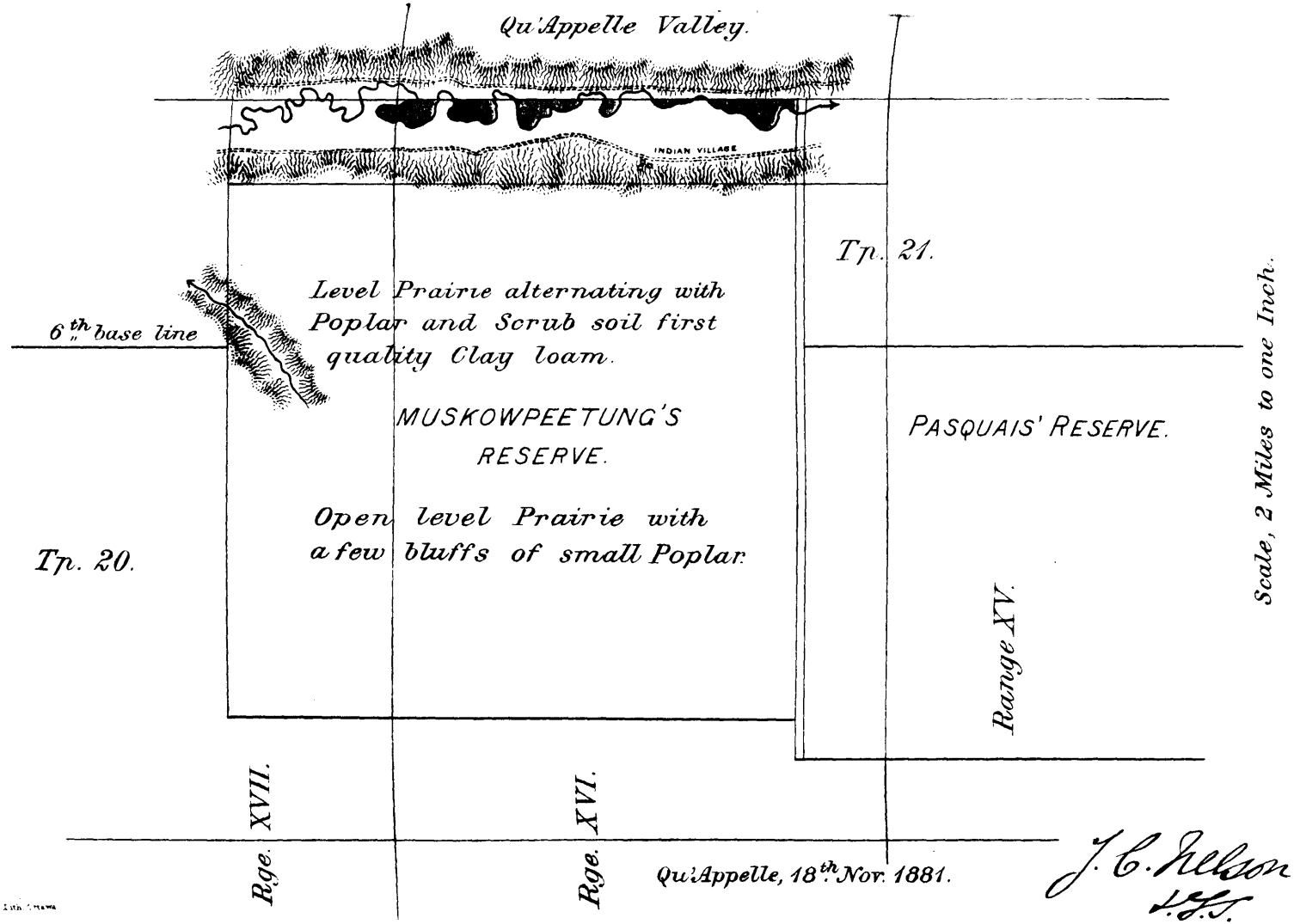
Scale, 2 Miles to 1 inch.

Qu'Appelle, Nov 18th 1881.

J. C. Nelson
D.L.S.

F

A. Mortimer Lith. Ottawa


Qu'Appelle Valley.
INDIAN VILLAGE
Tp. 21.
Level Prairie alternating with Poplar and Scrub soil first quality Clay loam.
6th " base line
MUSKOWPEETUNG'S RESERVE.
PASQUAIS' RESERVE.
Open level Prairie with a few bluffs of small Poplar.
Tp. 20.
Range XV.
Scale, 2 Miles to one Inch.
Rge. XVII.
Rge. XVI.
Qu'Appelle, 18th Nov. 1881.
J. C. Nelson
D.L.S.

G

ROUGH SKETCH

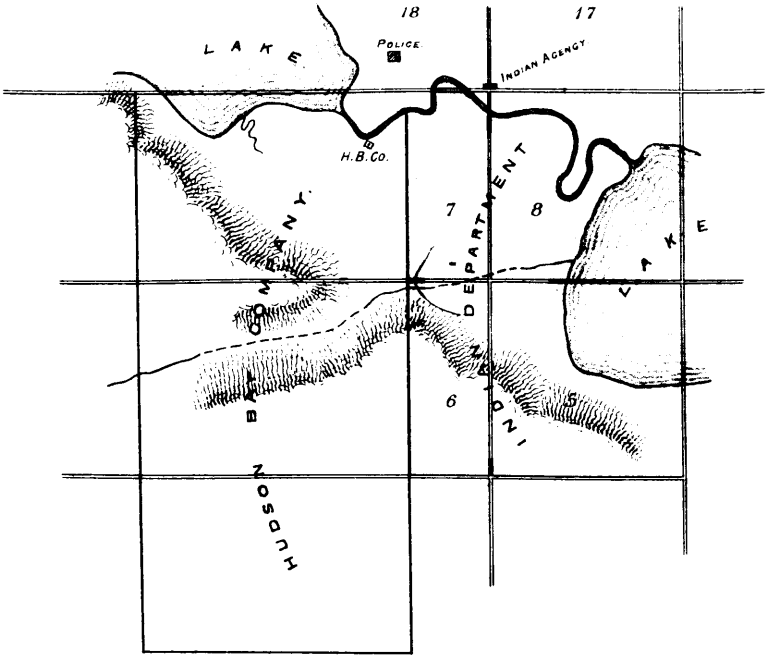
Shewing

HUDSON BAY CO.,

and

INDIAN DEPARTMENT RESERVES

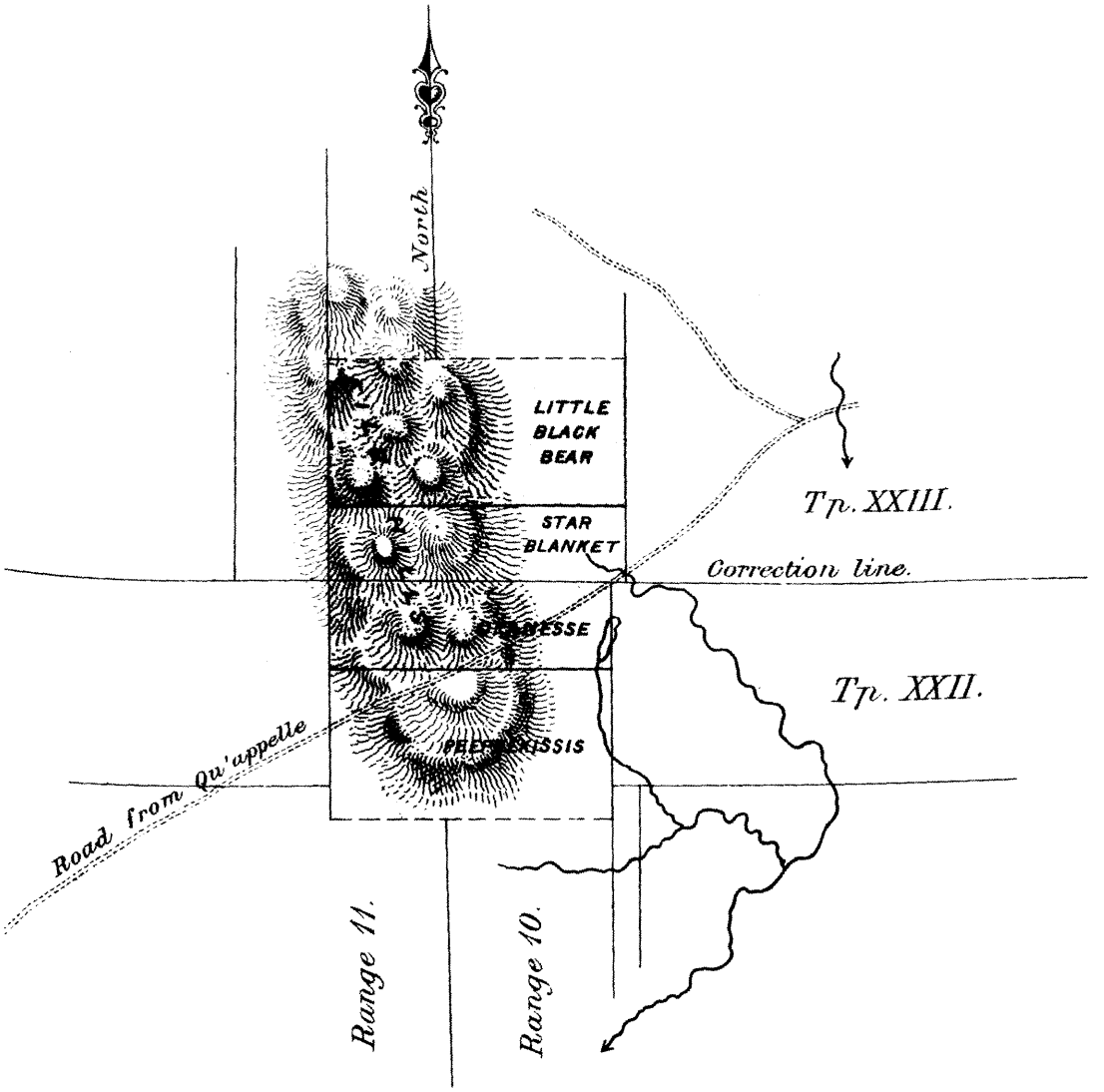
at Qu'Appelle, N. W. T.



Scale, 1 Mile to an inch.

J. C. Nelson
D.L.S.

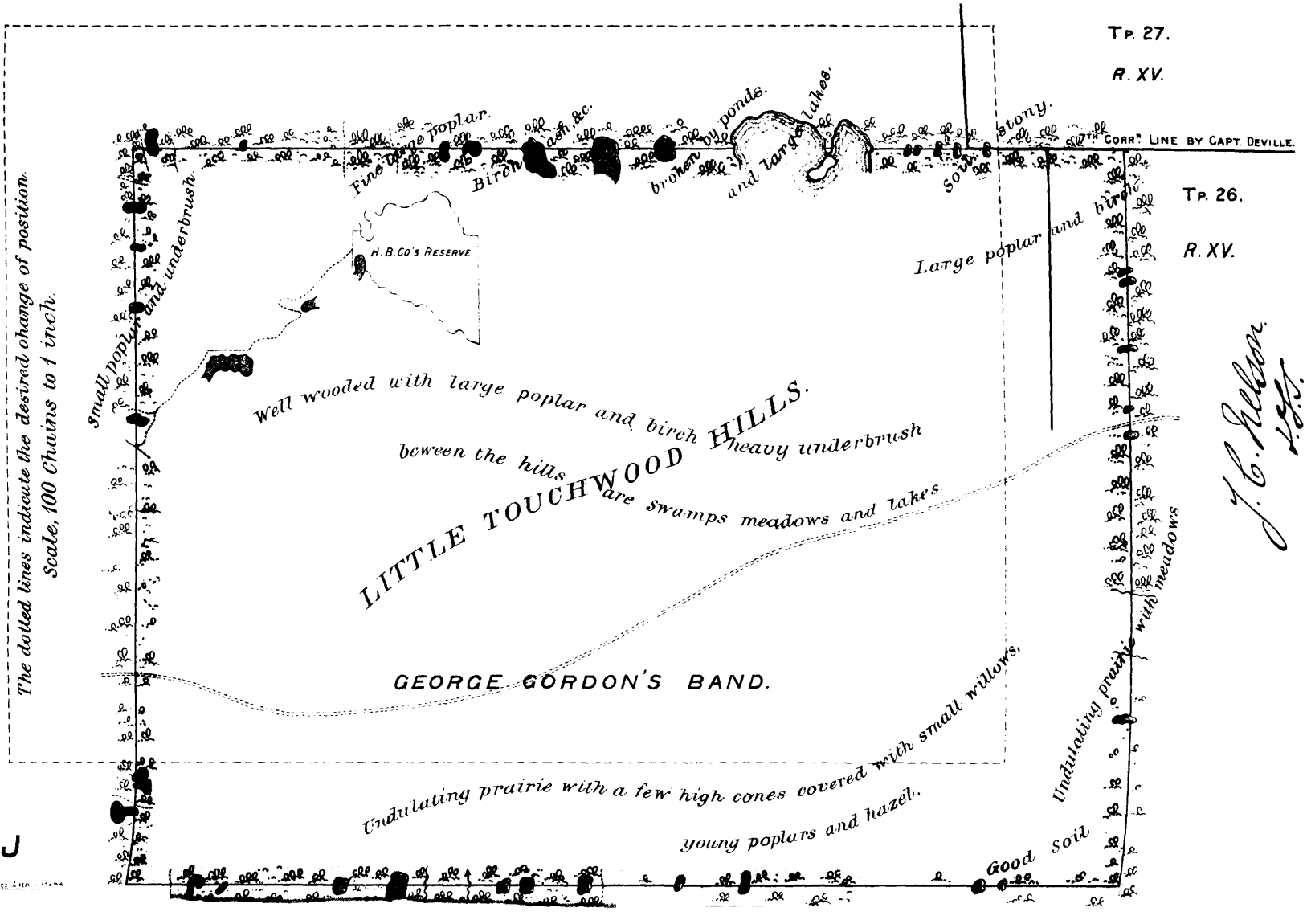
H



Sketch Showing Reserves in the File Hills, the dotted lines are yet to be run.

J. C. Nelson
D.L.S.

A Mortimer Lith Ottawa



Tp. 27.
R. XV.
7th Corr.n Line by Capt. Deville.
Tp. 26.
R. XV.
Fine large poplar.
Birch ash, &c.
broken by ponds.
and large lakes.
Soil stony.
Large poplar and birch.
H. B. Co's Reserve.
Small poplar and underbrush.
Well wooded with large poplar and birch
heavy underbrush
beween the hills
are swamps meadows and lakes.
LITTLE TOUCHWOOD HILLS.
GEORGE GORDON'S BAND.
Undulating prairie with a few high cones covered with small willows,
young poplars and hazel.
Undulating prairie with meadows.
Good Soil
The dotted lines indicate the desired change of position.
Scale, 100 Chains to 1 inch.
J
J. C. Nelson
L.S.S.

On the 25th November, I left Qu'Appelle for Winnipeg *vid* Fort Ellice and Brandon City.

I arrived in Winnipeg on the 3rd December, after a cold but agreeable journey, the roads being then in excellent condition for sleighing.

My thanks are due to Mr. Steele and the Mounted Police at Qu'Appelle for many friendly turns to myself and party.

I have also to add that I found the Instructors at the farms always ready and cheerful to render me any assistance in their power in carrying on the survey.

I have the honor to be, Sir,

Your obedient servant,

JOHN C. NELSON, D.L.S.,

Indian Reserve Survey, Treaties Nos. 4 and 7.

GLOUCESTER, 22nd December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report that on the 27th of May I received verbal instructions from Mr. Vankoughnet to proceed to Winnipeg and there receive instructions relative to the survey, &c., of certain Indian Reserves of Treaty No. 2.

I, therefore, on the 2nd of June, left Ottawa for Winnipeg and arrived there on the evening of the 6th, and on the 7th reported myself at the office of the Indian Commissioner.

Departure from Winnipeg.

Having procured equipment and supplies I sent my assistant and six men to Portage La Prairie, and on the 15th, having received my instructions, I joined my party at the Portage. Here I had to discharge my cook, and one of my men deserted during the night. I happily found two men to supply their places, and reached Totogan the evening of the following day.

On the afternoon of the 20th the tug took us to the White Mud or Sandy Bay Reserve, but prior to our departure I purchased a boat.

Sandy Bay Reserve.

I here quote an extract from my instructions:—

"That all those Indians of the band unable to find land within the reserve suitable for cultivation, be permitted to enter and take possession of by residence and cultivation one quarter-section each, adjoining or as near to the southern boundary of the present reserve as they may be able to find it; that for each quarter-section so taken to the southward by the band, a quarter-section be taken off the rear of the reserve as it was originally granted, or if the Indians prefer off the northern end of the reserve, the equivalent of the new selections made to be thus deducted in a continuous block from the same one side or other of the reserve as the Indians may indicate and may be approved and arranged with them."

Consultation with Indians.

While at Totogan I met the chief, a councillor and a number of the Indians of the reserve, who informed me that they did not want their reserve extended to the north or south but an enlargement of it to the westward, extending to a small prairie ridge about 3 chains in width, where they might have a small portion of land on which to place their houses and cultivate, as their reserve was nearly all under water.

When I visited Mr. Ogletree at Portage La Prairie he informed me of the matter and said that I had better see the reserve for myself.

I therefore went along the north end of the reserve westward to the north-west corner and thence westward one and a-half miles or thereabouts to the aforenamed ridge, which is about 3 chains wide and 8 to 15 feet in height. Thence down the ridge southerly, inclining to the eastward for about two miles. I then went easterly to the front of the reserve nearly the whole way walking in the water with the exception of small isolated patches of ground, none of which I should say were over one foot above the water.

I was informed by the Indians that there were twenty-five (25) houses on the reserve, and from what I saw of the land it was valueless at the present high state of the water.

I noticed two or three small gardens on the ridge where potatoes, corn and beans were growing.

Ebb and Flow Lake Reserve.

On the evening of the 22nd we arrived at Manitoba House, and having met and consulted with Mr. Indian Agent Martineau, we proceeded and got to Ebb and Flow Lake Reserve on the 24th, and on the 25th we started work, and having extended this reserve one mile to the southward agreeable to instructions, I hired a guide and proceeded to the north end of the reserve and cut off an equal quantity of land corresponding to the southern extension.

The southern extension of this reserve comprises a nice piece of dry prairie land and a good portion of poplar woods, with a little oak and a fair allowance of spruce, although the best of the latter has been cut off by lumbermen. The land may rank as second class. We, on the 4th of July, reached our base of supplies, Manitoba House.

New Reserve, St. Martin Lake.

Not being able to procure a guide to Lake St. Martin I proceeded to Fairford in the tug, and arrived at Lake St. Martin on the 6th. Here I informed the Indians of what the Government had sent me to do, and they all appeared to be satisfied.

The Indians told me that they had (13) thirteen clearings already commenced, all which they wished to have included in the reserve.

We began the survey on the 8th of July and finished on the 18th of the same month.

This new reserve contains 3,200 acres or five square miles, there being one hundred persons in the band.

There is a good deal of marsh land on the front of the reserve and a nice lot of hay land. The timber generally poplar and willow, with some poplar of large size and a small portion brulé grown up with brush. There is a good share of first-class land, the remainder being second class.

Repaired our boat.

On 21st of July we reached Manitoba House; our boat having received some damage on a rock and otherwise had become leaky, we were obliged to have her overhauled, mended, paid, caulked and lined, which detained us here until the 24th, when we started for Water Hen Reserve and reached there on the 31st.

Water Hen River Reserve.

The survey here to be made was an extension southward, embracing the chief's son's houses, and an equivalent to be cut off from the northern part of the reserve.

The Indians at the north end of the reserve were very much opposed to have any change made in their reserve. They said that they wanted their timber, and that if the reserve was extended to the south that the timber there had all been sold, and

that the distance was so great to where the houses were, that most of the northern part of the reserve would have to be cut off to equalize a southern extension. Also, for school purposes, if the reserve was extended, the portion of the band to the south of the reserve would not aid in the educational work.

The Indians at the north end of the reserve sent for the chief while I was there, but he refused to come.

I then thought it best to take the number of the names of the Indians who were opposed to an extension of the reserve according to the list kindly furnished me by Mr. Martineau, and found their number to be thirteen.

I then proceeded to the south of the reserve and there got the number of names of those who wanted the extension; they numbered but six.

I made an approximate survey of the shore of the proposed extension, which appears to be about six miles to the chief's son's houses.

School House Reserve.

On the 2nd of August I met Mr. Martineau at the reserve, who requested me to lay out a block of land at the north of the reserve around the schoolhouse, (a building 20 x 30 feet, well put together, of the finest material and very creditable to the reserve). I therefore laid out ten acres of dry land, and with the marshy flooded front making about fourteen acres, facing the Water Hen River.

On the 5th of August I left the Water Hen River Reserve, considering it not necessary for me to lay out the extension.

I here quote a clause of my instructions.

"I have to state that the Superintendent-General of Indian Affairs considers it very undesirable that any change not absolutely required should be made."

I reached Manitoba House on the 9th of August.

Change in Fairford Reserve.

On the 1st of September I received instructions 3,317 and 3,339, the latter countermanding the former, happily both received the same day and relating to the Fairford work.

My extra supply of provisions did not arrive until the 6th. I left Manitoba House on the 7th and reached Fairford on the 8th, beginning work on the same day.

The purpose of this survey being to cut off a portion from the south of the reserve in the shape of a triangle, including Lake George and adding a like quantity to the north end of the reserve.

I completed this survey on the 30th and reached Fairford the same evening.

The Portion cut off.

Along the lines, cutting off the triangular portion to the south of the reserve, the woods are generally poplar, some of large dimensions, at the beginning and ending of these two lines, spruce with pitch or black pine, willows and brush. The spruce, although a fair quantity exists, is not of large size generally. There are no muskegs on these lines, and but few wet and moist meadows.

For the most part the land is third class, with the rest second class; a good deal of it along the first line is stony, and a light colored fossiliferous limestone underlying it.

The Portion Added.

The extension northward, *i.e.* near where the lines ran, a small portion of good poplar exists with generally small growths of timber, willows and brush, some brule with second growth of poplar, also a small quantity of ash near the western shore.

The portion cut off equaling the portion added is 2,654$\frac{06}{100}$ acres. Fine grass and hay marshes generally cover most of the reserve, with some dry and fair land of second class.

Mr. Wood's Claim.

I would here mention that Mr. Charles Wood has a claim in the midst of the extension. I cut off 290 acres for him of which he expressed himself satisfied.

I arrived at Manitoba House on 3rd of October, and reached Totogan on the 7th; here I received two letters from the office at Winnipeg, one directing me to discharge my party and proceed to Winnipeg immediately on my completion of the Fairford work, and there receive further instructions.

On the 8th I got to Portage la Prairie and immediately telegraphed for ($600) six hundred dollars to be sent me to pay off my men, on account of the line being down between Ottawa and Winnipeg. I did not receive the money until the 14th, and reached Winnipeg on the evening of the 15th, and on the 17th reported myself at the office.

At Winnipeg.

I remained in the office at Winnipeg preparing my accounts and plans, and on the 10th of November received instructions to proceed to Ottawa and there finish my returns. On the 12th of November I sent in a statement of accounts up to the 31st of October, but could not leave the office before the 16th. Having taken ill on the 17th, I was obliged to remain another day, and left on the 18th arriving at Ottawa on the 26th.

I would here remark that in my intercourse with the Indians I have found them very friendly and easily dealt with; when the principle is held that they are men and brothers, they are very quick to see and appreciate it.

Flooding of Lake Winnipeg.

Nearly all the reserves around and near Lake Manitoba have their shores flooded more or less. This gradual rise of the lake has taken place within the last six years, and may be rated as follows: for the first three years, 1876, '77, '78, the rise has been two feet, and for the last three years, 1879, '80, '81, the rise has been four feet. Owing, as is pretty generally acknowledged and understood, to be caused by the excess of rain and snow fall during those years. The Indians say the lake was nearly as high in 1860.

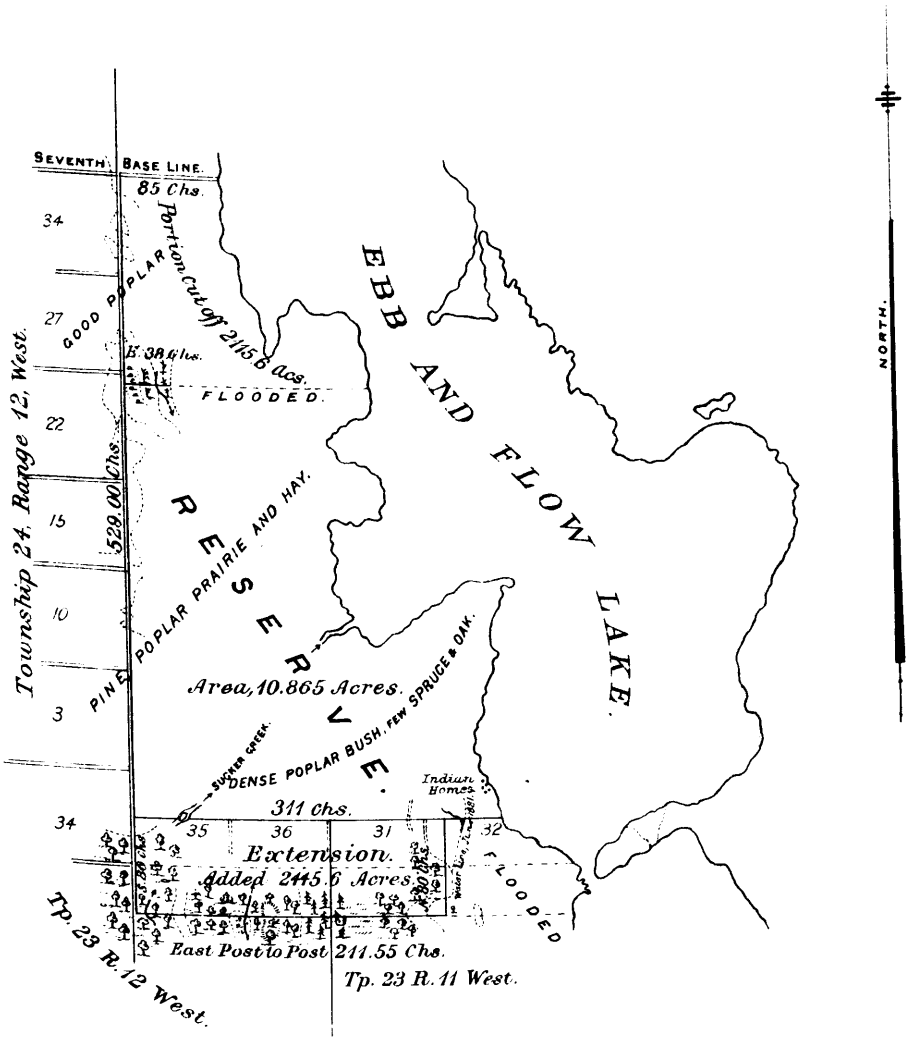
From the month of June to the month of October, this year (1881), the lake fell from six to ten inches, yet in August being nearly a foot lower than in June—probably from evaporation.

From its low banks Lake Manitoba will be always subject to these risings unless provision is made for an extra discharge of its surplus waters, for as the rain and snow fall is increased or lessened so the lake will rise or fall, it being the catchment basin of an extensive area of 28,965 square miles of country, the plateau state of which being made up of muskegs, swamps, marshes and low timbered lands do not subject Lake Manitoba to sudden freshets and corresponding depressions, but to slow risings and continuous supplies.

I only visited the Fairford River, known as the main discharge of Manitoba's waters; the banks of this stream are high and the river not broad; the existence of a shoal or shoals at the head acting as a sill to this waste weir (*i. e.* Fairford River), makes it imperfect. I also would venture to say that it would require double the width of water-way with an average depth of five feet to carry off the surplus water. The reason I limit this depth to five feet will be very apparent to all whohave navigated the lake, for a greater depth to the waste weir or discharge of the lake in dry seasons of low water would be the means of lowering the lake too much, Manitoba being a shoaly and shallow lake in many places.

CRANE RIVER INDIANS
RESERVE
WEST OF EBB AND FLOW LAKE
EXTENSION SOUTHWARDS.

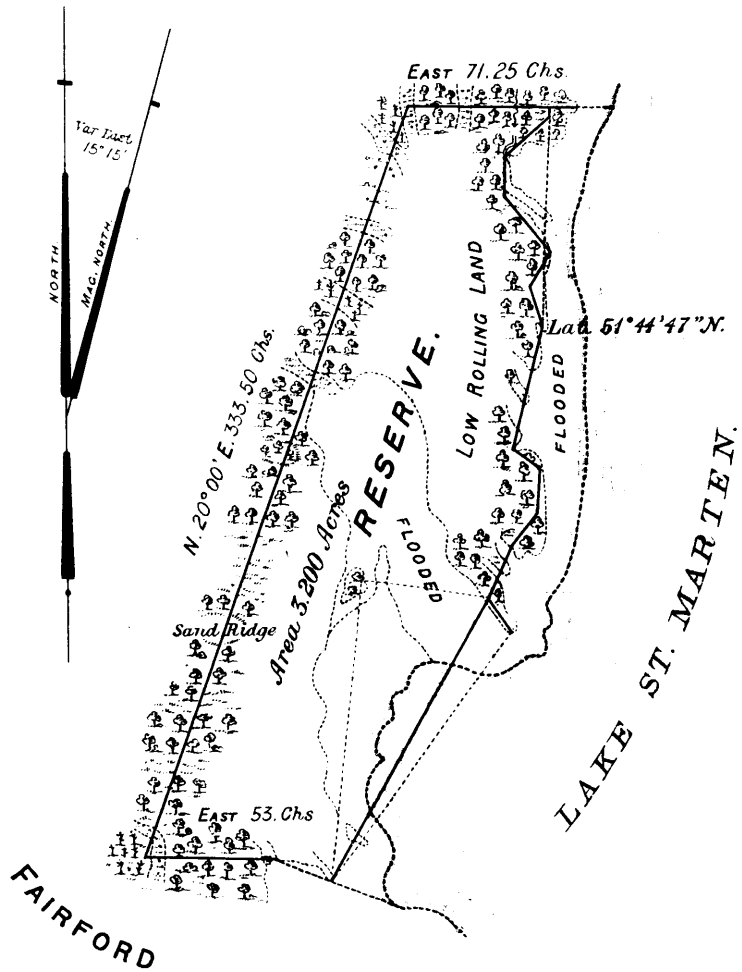
2 Miles to an Inch.



Winnipeg, Oct, 1881.

W. A. Austin C.E.
D.L.Surveyor.

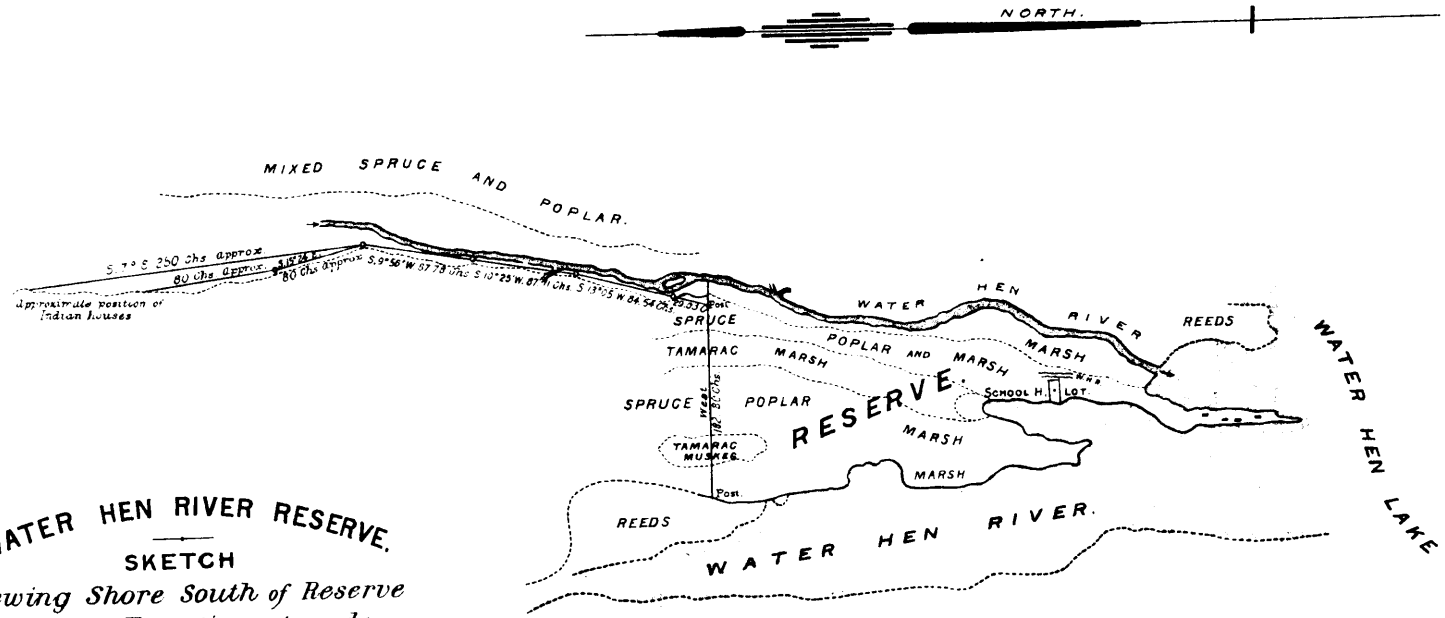
LITTLE SASKATCHEWAN BAND.
SANDY BAY.
LAKE ST. MARTEN.
NEW RESERVE.
Scale, 80 Chains to an inch.



Winnipeg, Nov; 1881.

W. S. Austin C.E.
D.L. Surveyor.

A. Morrison Lith. Winnipeg



WATER HEN RIVER RESERVE.

SKETCH

Shewing Shore South of Reserve
Survey of Extention not made.

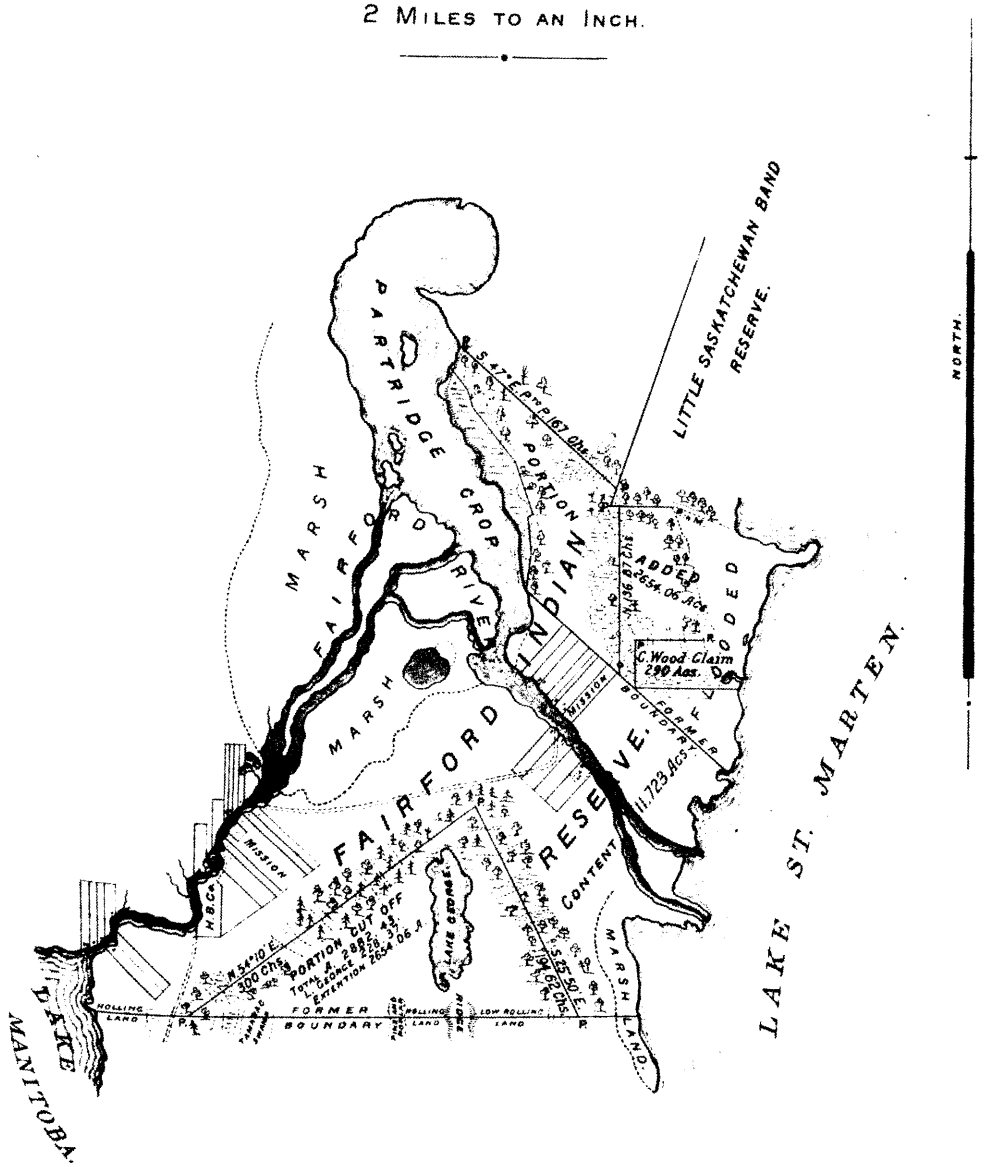
2 MILES TO AN INCH.

Glo'ster, Dec, 1881.

W. Austin C.E.
D.L. Surveyor

A. Mortimer Lith. Ottawa.

FAIRFORD BAND
RESERVE
Showing
An equal portion Cut off the South & added to the North
ALSO THE
Claim of Charles Wood.
2 MILES TO AN INCH.



Ottawa, Dec. 1881.

W. S. Austin D.L.S.
D.L. Surveyor

When the Government see fit to open that splendid system of navigation (which will be free from Lake Winnipeg's dangers) by constructing a lock or locks at the Meadow Portage, and opening up by that the way into Lake Winnipegoosis, and thence by canal at the Mossy Portage to Cedar Lake, Saskatchewan River to the Upper Saskatchewan, it will also be then necessary not to have the waters of Lake Manitoba too low.

With this report I beg leave to submit plans and field notes of the following work:—Ebb and Flow Lake Reserve extension southwards and a similar deducted from the north part; plan and tracing. Sandy Bay, St. Martin's Lake Reserve—a new reserve; plan and tracing. Water Hen River Reserve, sketch of shore (approximate) and laying out school block reserve. Fairford River extension, northwards and contraction of the south end; plan. Mr. Charles Wood's claim embodied in plan of Fairford Reserve.

I have the honor to be, Sir,

Your obedient servant,

W. A. AUSTIN, C.E.,

Dominion Land Surveyor,

BRITISH COLUMBIA,
INDIAN OFFICE,
VICTORIA, 22nd November, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following general report on Indian Affairs in the Province of British Columbia for the year 1880-1881.

During the past season extensive visits of inspection have been made, and a personal acquaintance formed with the condition and prospects of the most populous and important tribes inhabiting the Province.

Having been apprised by you on the 14th of April, of the selection of six gentlemen to act as Indian Agents in the various localities where lands had been set aside by the Indian Reserve Commission, I communicated at once with these officers, conveying to them your instructions, and they are now fulfilling the duties of the various positions assigned to them.

Appended hereto will be found reports regarding the tribes in their respective Agencies where their services should soon prove of great benefit to the Indians, not only in improving their moral and social condition, but in securing the development and utilization of the reserves allotted to them.

I am glad to report to you, that there never was a time in the history of the Province when the Indians have been so prosperous as during the present year, or a period when more general contentment prevailed among both coast and interior tribes

A marked improvement in the condition of the various bands is conspicuous everywhere, and if I except the vicinity of towns such as Victoria and New Westminister, where they are unfortunately allowed to reside and become victims to the contaminating vices of the whites, I should say that the policy of the Government in encouraging them to be self-reliant and self-supporting is being attended with most successful and gratifying results.

In either cruising up the coast or journeying into the interior, one is struck with the changed appearance of Indian houses and villages, vastly so for the better, and indicating the certain progress and reform of the inhabitants.

There is no scarcity of money among them, and if they could, as they no doubt will, in time, be induced to become more provident, there is no class of people in the Dominion whose present prospective condition is more promising.

There are of course exceptions to the above in a population not far from 40,000 souls, and among such, the tribes composing the Kwaw-kewlth Nation and a few in the region of Bellacoola might be especially noted, but I have no doubt that even here the residence of an active and intelligent Agent of long experience with the people, will soon be productive of a much desired change.

Owing to the former lawless and almost intractable character of the various Kwaw-kewlth tribes, and the extensive liquor traffic carried on among them, I considered it desirable to introduce the newly appointed Agent, Mr. Blenkinsop, personally to them during my general visit to the coast in H.M.S. "Rocket," a step which that officer assures me has been of great service in establishing his status and influence for good among these people.

Agreeably to arrangement with the senior naval officer on this station, I embarked on the "Rocket," Lieut. V. B. Orlebar commanding, on the 17th of June, meeting Mr. Agent Blenkinsop at Euclataw, on the 19th, and visiting all the tribes in the Agency, though meeting most of them at Isàwattee—head of Knight's Inlet, where they assemble every spring for the purpose of obtaining their annual supply of small fish (oolachan) grease.

In consequence of information furnished by Mr. Blenkinsop that a Mah-teelth-pa chief had been murdered in a drunken brawl by a Salmon River Indian, and that the tribes would soon be involved in internecine warfare if notice was not taken of the crime by the authorities. Capt. Orlebar was kind enough to allow some of his men to act as special constables, and, landing at Salmon River very early in the morning, little trouble was experienced in apprehending the alleged murderer.

As sending him for preliminary trial to Victoria would have involved delay and expense, the case was investigated by A. C. Anderson, Esq., Inspector of Fisheries, (who had accompanied us), and myself, as Justices of the Peace, and the Indian was duly committed for trial at the Assizes.

Apart from the necessity of taking notice of such a case, and thus preventing trouble between the Indians, I am quite sure the example of enforcing authority at this remote village will be attended with most beneficial results, and no doubt greatly aid the Agent in the performance of his duties hereafter.

Salmon River Village, like most of the places in this nationality where the improvident and demoralizing customs of the savage tribes still prevail, is not very inviting in appearance, and a general air of wretchedness seems to pervade the place.

The chief and others prominent in the band have, however, promised reformation, which, I have no doubt, will be soon secured by the occasional presence and encouragement of the Agent.

The liquor traffic which has been pretty extensively carried on among the Indians has contributed more than anything else to their backward condition, and I am of opinion that stringent measures will have to be taken to destroy it altogether, ere the Agent can effect material change, and one of the most important aids in this respect will be the appointment of native constables in each tribe, who will act for and under the direction of the Agent, and report to him at each visitation.

At Alert Bay (Nimkish Village), one of the points visited and specially alluded to by Vancouver one hundred years ago, the Indian habitations, though much the same, were cleaner in appearance than when I visited the place two years ago.

An enterprising firm had, however, erected the buildings necessary for a very complete salmon cannery and have been most successful in putting up more than twice the quantity of fish they had intended. Although very low rates, $3 per 100, were paid the Indians for salmon, the run was unprecedentedly large, and therefore afforded satisfactory results for both parties.

As many as four thousand salmon were taken in a day at this cannery, and I was informed that it was only the inability of the canners to put up the fish that limited the numbers caught.

The Anglican Church Mission Society removed its Mission Post from Fort Rupert to this place, where comfortable buildings for residence and school purposes have been built.

The Rev. Mr. Hall has a day school which he is endeavoring, under many difficulties, to make a success; and Mrs. Hall, who appears most devoted in aiding mission work, has started a resident school for girls, where, in addition to the usual routine of a day school, it is the intention to teach the girls domestic economy and afford them the great advantages of proper religious indoor training and isolation from the debasing influences of camp life.

Knight's Inlet (Tsawattee), our next important destination, was visited on the 23rd, and, like the Nass among the Tsimpsheeans, to which it is only second in importance, is the great place of resort for all the Kwaw-kewlth tribes. The delicious oolachan, so highly prized by the natives as an element of food, visit this place in unlimited numbers, and every year, without fail, afford these Indians a carnival of delight.

Not only is a winter's supply for themselves obtained with facility here, but large quantities of grease are secured for barter with the southern tribes. There is also abundance of game, and the Kwaw-kewlths, long after the oolachan catch is over, loiter here—far into the salmon season, when they disperse to other attractive rendezvous.

The inlet itself was discovered in 1792, by Vancouver, who named it after a naval captain of that name, and like other inlets on the seaboard of British Columbia, forms an extensive indentation of the coast line in this region—of great depth, and navigable for ships of any tonnage to its head.

Lofty snow-clad peaks bound the channel abruptly on either side, and the numerous and beautiful water-falls which here and there come tumbling over the precipitous bluffs into the canal below, render the scene for its length of sixty odd miles both charming and picturesque.

An extensive cannery and oil fishery will be started, I am informed, in the spring, at a convenient point in Knight's Inlet, and will afford the Indians additional means of employment and subsistence.

A river of considerable force and volume empties its turbid waters into the Inlet at its head, giving the channel for some distance down its milky appearance, and annually adding to the rich and virgin soil now forming the largest reserve allotted for these Indians.

At present, beyond being the site of three or four large villages, little use is made of it, as the oolachan and the oil taken from it for barter procure for them all they desire with little labor.

The reserve can, however, be most easily utilized with a little trouble and expense in the way of ditching and dyking, and then it is destined to become immensely productive.

As a general thing the Indians appeared healthy, though in every camp individual cases of sickness and misery are met with which generally excite one's pity and commiseration. Indeed, I might with propriety here state that although the Department liberally supplies missionaries and others with medicines, the dispensing of these comforts is necessarily unsatisfactory from want of proper knowledge, and I am not without hope that some scheme may have your approval which will afford these suffering wards of the Government the great benefit of at least occasional professional assistance.

We left Mr. Blenkinsop at Nooweetee, and crossing Queen Charlotte Sound, arrived at Bella Coola on the 26th of June.

The Hudson's Bay Company have here a trading post, formerly of considerable importance, and purchase furs at this point both from the coast and interior Indians (Chilcoatins).

It was here that McKenzie first found salt water after his journey of discovery across the Continent in 1795, and nearly met Vancouver, who, at this period, but without his (McKenzie's) knowledge, was engaged in his historical voyage of discovery in the same region by sea.

McKenzie is still talked about by old Indians, one of whom related to me an anecdote which had been handed down through successive generations, viz., that the

canoe load of Indians who accompanied and followed McKenzie a short distance down the channel, seeing him take an observation with an instrument (the sextant), said that immediately after "fire came down from the heavens."

This so frightened them that they at once declined to go farther, turning back and leaving the distinguished voyageur to himself.

The Bella Coolas were most unfortunate last winter in having their village consumed by fire, from which disaster they have not by any means, yet recovered, and hence the camp presented a most forlorn and poverty-stricken aspect. The Hudson's Bay Co.'s Agent, Mr. Sinclair, informed me that they had suffered a great deal, and had it not been for the few houses left on the opposite side of the river many of them would have perished from exposure.

The food I had sent them in the spring had helped considerably, and he thought the few garden implements I had supplied the tribe with, would enable them to raise as many potatoes as they might require for the coming winter.

A small camp consisting of a few old houses stands on the bank of the river, two and a-half miles up, but even this looks wretched enough.

On the 27th we proceeded by way of Labouchere Channel to Kemsquit, the Indian Village at the head of Dean's Canal.

The Natives of Kemsquit have never recovered from the destructive bombardment of their village five years ago by the "Rocket," now, however, engaged in a more peaceful mission.

The ship had visited the village with the police for the purpose of obtaining a couple of witnesses in the matter of the "George S. Wright," a steamer that had been lost a couple of years prior, the crew of which at that time, it was supposed, had been murdered by the Indians. The witnesses had escaped to the woods, and not being produced, the village was, I think, unfortunately and too hastily shelled.

The chief who was absent at the time, informed me that hearing firing from the ship his people had been greatly frightened, most of them running away. They complained greatly of the injustice by which they had been, without warning, treated in this affair, and as there was no lumber to be purchased in the locality, they had been unable to rebuild their village and were driven to shift as they best could in the bush—a number of them dying from exposure and want during the following winter.

The Chief begged for my intercession, and hoped some assistance would yet be granted them.

There is, after all, no reason to believe that the crew of the ill-fated steamer "Wright" had been foully dealt with, and, in this view, their case is certainly a hard one and deserving, in my opinion, of practical and humane consideration. There being no saw mill within three hundred miles they can only hew out building material in a rude manner by hand.

The chief begged that they might be supplied with lumber, nails and an assortment of garden implements, which would be a great relief in ameliorating their present distressed condition.

These Indians being remote and isolated, they have not the same opportunities of making money and of consequent recuperation, and I earnestly hope that you may concur in the desirability of some appropriation for relieving their distress.

The land about their village could be cleared without much difficulty, though up to the present time the Kemsquits have not attempted to cultivate it.

The people live chiefly on fish and game which fortunately are easily procured in the locality, and they get a fair share in the way of furs such as bear, martin, &c., which they sell to the Hudson's Bay Company, either at Bella Coola or Bella Bella.

At the latter place, which I visited on the 28th, I was glad to observe the great improvement that had taken place in the interval since my last visit. The Wesleyans have established a mission here, and a neat and commodious church with a most comfortable mission house have been erected.

The Indians presented a much more cleanly appearance, were well dressed, and their houses exhibited the effect of wholesome care and much attention. Many of

them had quite discarded the demoralizing customs of their former savage life, affording gratifying results of the efforts of Mr. Tate, the Missionary in charge, who I may add, has been greatly aided by Mrs. Tate, a lady of long experience as an Indian teacher in the Eastern Provinces.

Upon landing, the chief presented me with an address of welcome, and shortly after I met the villagers in the church where speeches were interchanged. The native speakers were most earnest in impressing upon my attention an expression of their various wants and appeared sorry when the interview finally came to an end. As there was much unanimity in their desires, and sameness in their wants, the speech of the first speaker, "Humchit," will be a fair index of those which followed.

"We hope our chief, Dr. Powell, will see that there is a change among the people at Bella Bella.

"We have given up the potlach and the dance. We have no more gambling nor whiskey drinking.

"All our people want to become better and do what is right.

"But I am sorry that we cannot build ourselves houses like white people, as we have no lumber, and the nearest place where we can get any is at Fort Simpson 200 miles from here. We think it would be very good if the Queen would put up a saw-mill here, and we would purchase the lumber.

"By this means the people would soon be able to build themselves houses, and we would soon have a nice town here.

"We hope you our chief will help us in the matter.

"Besides Bella Bella, there are many other tribes who would like to have lumber if they could get it at Bella Bella, but they, like us, think it is too far to send to Fort Simpson or Victoria.

"As we have given up all our bad practices we want to give up our old houses too. This is why we ask for a saw-mill.

"We would also like the Queen to send us a large flag for our village."

All asked that the village site should be reserved for them, and that other lands suitable for cultivation might also be allotted.

The rocky and sterile appearance of the country on the north-west coast renders it doubtful, however, if the Commissioner will be able to gratify them in the latter respect.

The "Rocket" proceeded to Metlakahtla on the 30th where we were most kindly received with every demonstration of respect. The model village which had grown and improved much within the past two years, was decorated with flags and evergreens in honor of our arrival, and it was difficult to imagine that the happy groups of children, well dressed men and women who now met us with joy and contentment beaming in their faces constituted a few years ago a community of wild and lawless savages.

On landing we were received with salutes from large and small arms, the Native brass band following successfully with the National Anthem, and I never observed a more orderly or attentive assembly than that which greeted me on the following day at the large school-room, probably seating four or five hundred people.

Some of the speakers were fluent and eloquent, giving expression to such sincerity of feeling and intelligence that I may be pardoned for appending hereto a translation of a few of the most important speeches:—

"James Sequneesh."

"Chief, I will reply to your words to us. We are very happy to see you here again Our hearts are thrilled with joy to hear your voice again.

"We are conscious of our weakness and of our ignorance, but we also know that God pities us and helps us.

"Many white chiefs come here to see us, and they note the great changes which have taken place in our midst, making us very different from our forefathers. I and my fellow chiefs can thank God that we have lived to partake of these changes.

"We know your work. You come here to strengthen us in our new ways, but we would remind you that there are white men who come amongst us who do all they can to destroy the good which is planted and growing here. While you are helping and strengthening us, there are those who only bite and tear us. We beg you to guard God's work here by keeping such men away from us.

"Then there are the tribes of Indians around us—our brethren—who are still in darkness. We crave your help on their behalf.

"We want you to use your power, and stop them from going on in their old ways. They have heard the voice of heaven (God's word), but they heed it not, because they are determined to retain their old customs.

"We hope you will interfere and make them give up what they are now holding to, and then you will do them good. We ask you to pity them, for they are yet in darkness.

"I will speak also to you about the Sabbath day. God has blessed us by giving us the Sabbath day, but we are being troubled by many white men who would rob us of that day. We ask you to deal with them. You know them.

Again, I must express how very happy I am to see you and hear your voice."

"*Weeah.*"

"Chief, I have heard your words and feel very happy.

"The same way the Tsimpsheeans are walking I am walking, and I with them feel how good your words are. Chief, you have a strong hand to help. God has a strong hand to save.

"We do not see God's hand but we see yours. You put out your hand to help us. Chief, our canoe is not very strong. When the winds blow high we capsize and are thrown into the water. We are like those cast into the sea—and are cold and faint—but we see a great ship approaching and we cry out for help. Mr. Duncan came to our help, and now you are come to our help. We are beginning to feel revived and warm.

"Chief, my last words are, that as a child goes to its father for medicine, so we come to you.

"We are sick, we ask you to give us the medicine we need.

"Though not at my own home (Queen Charlotte) I feel I am among my brethren here.

"*Legaic.*"

"Chief, the words I wish to speak are to know you care for us.

"We have marked you in our minds as our friend, and we see you look after us. My heart is astonished, we can only bless you for your kindness. We are weak and we cannot push away from us all the evils that beset us, but you can do much for us and we crave your help.

"I do not ask for money, we want your help and sympathy to assist us to walk in the way to heaven. Reach out to us that strong hand which God has given you and help us. Some of my brother chiefs here are old men.

"I am a young man, yet I need your help.

"As a father says to a son, do this or do that, so do you point to me my duty. Many around us are like sick people, they need medicine. We hope that you will be strong hearted and carry around the medicine to make our sick brethren strong.

"We want them all to be made strong and good."

Mr. Duncan, who has been the Nestor of Missionaries, has accomplished a great work at Metlakahtla, and the theory which he is daily endeavoring to carry out in practice, that Christianity should be combined with industries, has had ample exemplification in the foundation and past success of Metlakahtla.

As his method of proceeding may be of use to others, though it perhaps would be difficult to find another gentleman who could fill his position in all respects, Mr.

Duncan has, agreeably to my request, kindly furnished me with a few particulars of the work he has been conducting for the past twenty odd years, which I beg to incorporate here for your information.

METLAKAHTLA, 13th Aug., 1881.

Lieut. Col. POWELL.
Superintendent of Indian Affairs,
Victoria, B. C.

DEAR SIR,—At your request I beg to lay before you some few particulars respecting the Indian Christian settlement at Metlakahtla. The pressure of my engagements render it impossible for me to do more than write you a very brief and crude account, but such as it is I feel sure you will kindly accept under the circumstances.

The mission under the instructions and auspices of the Church Missionary Society, London, was commenced at Fort Simpson in 1857, where over 2,000 Tsimpsheean Indians were located. In 1862, I removed from Fort Simpson with about fifty souls, and commenced the settlement at Metlakahtla.

Never having taken the census I cannot speak very definitely as to our population now, but I do not think it is less than 1,100 souls.

This community are from every tribe of Indians speaking the Tsimpsheean language, thirteen in all, viz: the Kish-pok-a-lots, Killow-tsah, Keet-seesh-kit-wil-geants, Kit-sa-clash, Kit-lahse, Kit-an-dow, Kuma-tawiks, and Kuniah-kan-geak, at Fort Simpson; from Kitkathla and Kit-kaht on the coast, south of Fort Simpson; and from the Kit-sa-las and Kit-sa-ma-kay-lum on the Skeena River.

The Metlakahtlans have dropped their tribal distinctions, merged into one Christian community, and are struggling hard to advance in civilized life.

For the promotion of good government and discipline in the settlement, I have divided the men, by lots, into ten companies.

Each company has a chief or headman; two elders, men of good report, able to teach, and elected by the congregation; two constables, three councillors (elderly men); two musicians; ten firemen, and a captain; thus giving us twenty-one men in each company with something to do for the common weal.

On New Year's Day each year the companies assemble for Divine service. After the service and parade, a large circle is formed in front of the church, and the National Anthem sung; then each body of officials is severally brought into the circle and cheered. A unanimous cheer for Metlakahtla closes the scene.

I must not omit to say that the last occasion of this kind was enlivened by a brass band of twelve instruments, with fifes and drums, &c., played by the natives.

These measures tend to destroy all tribal animosities, afford a useful position for the chiefs, secure the sick a visitor, and the erring a monitor, uphold the law, bring suitable by-laws into operation, provide pleasure for and promote the safety of the village, and not least, a general feeling of brotherhood is fostered, prompting each man to assist his fellow in time of need.

In the winter season, when all the Indians are at home, we fix the village tax for the year.

The amount fixed for this year is $3 in cash or goods, or labor for one week. It was settled that the labor contributed should be spent upon the roads, and the money or goods contributed should go towards the erection of a village hall.

Though our first buildings at Metlakahtla were a decided improvement upon the old Indian houses at Fort Simpson, yet they did not admit of our improving the convenience for our rapidly growing settlement; hence some few years ago we decided to build a new village on a new plan; upwards of one hundred houses are built, or are in course of erection.

The houses are uniform, each being 36 feet by 18 feet, with two floors, having two rooms on the ground floor and three bed-rooms upstairs.

Two such houses are built on each lot of 120 feet by 60 feet, and so arranged that a middle room can be built to connect them, and be used in common by both families. (The families of course related.)

This middle room is to have an Indian open fire in it, to answer all the purposes for which the Indians require such a fire; to save their private rooms from litter, and to afford accommodation to strangers or temporary visitors. Twenty single houses constitute a block, and each block is divided by a road of fifty feet wide. The size of such lot allows ample space for a little front garden and all the conveniences of a good back yard. Each lot will be fenced in. The fences are going up, and when complete will afford us an opportunity of carrying out sanitary regulations, which are so much needed in an Indian village.

Thus slowly, though I hope surely, Metlakahtla will become, by God's blessing, a model Indian Christian village.

Another matter of vital importance to the Indian's welfare is the importation of fresh *industries*. Our attention has been turned in that direction ever since we started Metlakahtla; but on account of the very limited means and the small portion of time I could give to secular pursuits, our progress has been but tardy.

Yet I am happy in saying we have at least succeeded in laying the foundation of such industries as may in years to come prove of great temporal benefit to the people; and God has greatly prospered our efforts in this behalf. We have now no doubt of the capability of the Indian to attain a very respectable position as a workman, or of his being trustworthy in places where honesty, uprightness and attention are essential.

Some seven years ago our natives built the large church, which many of our visitors have admired.

We have a large store, a sawmill, a planing machine, a lathe and other pieces of machinery all managed by Indians. In our work-shops good boats, window sashes, panel doors, and furniture are being manufactured. Our Indian blacksmith can furnish us with all we need in iron and steel for our mill. Our females have been taught to card and spin wool; and last winter commenced weaving with three looms. The fabrics produced you saw on your recent visit.

During the coming autumn we hope to take steps to improve and facilitate our weaving business.

We are just now commencing a brick yard. And if we are able to obtain the necessary capital we hope to commence preparations for a cannery for canning salmon another year.

In our efforts to import fresh industries as enumerated we have not forgotten to cultivate the arts peculiarly Indian. I am encouraging the Indians to keep up their ancient carving, and our village hall (now being erected) is to be almost entirely Indian in style and structure.

Next as to the education of the young. Our progress is sadly impeded at present by the Indians leaving home so often during the year in search of food.

Our industries, which will tend to bring the means of living nearer home, will we hope do much to remove this impediment to learning.

You will be glad to learn that the changes already inaugurated in the habits and morals of the people have resulted in marvelously affecting the health of the community for the better. The sight of the robust children in school, the numbers of healthy babies at home, and reference to our sick list as compared with years gone by, are proofs of the wonderful improvement in this particular.

The Indians themselves are struck with the difference. A few years ago disease from immorality and drunkenness was rapidly thinning their ranks, and healthy children were very few indeed. Still further to benefit the community in the matter of health, we are hoping to obtain the services of a properly qualified surgeon, and we intend applying at once to the Indian Department for aid in this particular.

Lastly, let me refer you to the mainspring of the new Indian life as seen at Metlakahtla. It is not to education, industries or civilization that this is to be attributed, but to *Christianity*, presented and adopted in its native and unadorned simplicity, and before churches had entered the arena and marred its power.

True there may be many of our number only nominal Christians (and such no doubt will grow apace now sectarianism is at work), yet I am persuaded we have a number of sincere, pious and intelligent Christians. Such a deep hold has the teaching of God's Word obtained over even the masses that it is now comparatively easy to enforce the law (not excepting the liquor law, which was said to be utopian). A remarkable case has just occurred proving this point.

On Friday, the 5th instant, a canoe from Victoria with liquor arrived at a Kitlobe fishing camp, which is over, I suppose, 150 miles away from Metlakahtla. On the 11th inst., two days ago, the offender and his two kegs of liquor were landed here—brought by his own people—those for whom he had brought the liquor.

There could be no prospect of gain in bringing him, for the parties well knew he had nothing with him to pay a fine. He is now in prison.

Then again, the Sabbath observance has become almost universal, even in spite of influential white men in our midst doing their utmost to annul it.

Thus I hope we are fairly on the road to better days, and to God be all the glory.

Yours very faithfully,

W. DUNCAN.

Mr. Duncan's proposal to start a cannery at Metlakahtla is eminently practical, and in his hands is pretty certain of success.

The Tsimpsheean Indians, and particularly those of his village, are preferred by the fisheries already in operation, so that Mr. Duncan has at hand all the labor that he requires, provided he can succeed in raising the necessary capital. The grand object in view is to keep the Indians busily engaged at home, and, if successful, will perfect the system he has been laboring so many years to mature.

The Indians have begged that they might have the services of a duly qualified surgeon, and have offered to contribute a monthly sum equal to a moiety of his salary if the Department will furnish the remainder, a proposal that I hope may have your favorable consideration.

Metlakahtla has a population of 1,200; Fort Simpson, only 14 miles distant, about the same, and there being no surgeon within 500 miles it is not difficult to imagine how seriously the want is felt, particularly as these people have long since given up their native medicine men. Other tribes, however, in this region are still subject to many superstitious and barbarous ceremonies under the name of medicine work, inimical to their progress and civilization. In many instances the afflicted are tortured by these conjurors beyond description, and are the victims of disgusting ceremonies by which their condition is rendered much more miserable. It is very desirable, therefore, for many reasons to substitute some other and more civilized means of relieving the sick, and the residence of a properly qualified medical man at a central place like Metlakahtla would be a boon which the Indians would highly prize, and his influence would generally be most beneficial to the whole nationality in stamping out a most demoralizing custom.

Last year the Indians of Metlakahtla alone paid over $5,000 into the customs revenue, probably the natives of Fort Simpson an equal sum, so that the assistance they ask from the Government is very small, compared with their own annual contribution to the revenue of the country, and quite in contrast with the requests of Indians who, in other countries, depend upon the Government for everything.

But these Indians are superior to others I have seen, and there appears to be nothing to distinguish Metlakahtla from any orderly and well governed English village. The industrial prospects of the place will no doubt increase its importance.

We left Metlakahtla on the 3rd of July, amid many tokens of kindliness and hospitality, arriving at Kincolith Nass River the same evening.

I was glad to observe that the Indians were all—men, women and children, employed at the Fisheries, and reaping what may be truly called their harvest.

They had enjoyed a successful season in taking the oolachan, and securing a large quantity of grease for food, and were now engaged in making a little pocket money at the cannery in order to supply themselves with other comforts.

I visited all the Upper Nass villages noticing considerable improvement at Lak-al-sop, where the Wesleyans have a mission, and pursuing my journey by canoe as far as Kitlahdahmat.

I have already had the honor of addressing you in regard to the important representations of these Indians as to their land and fisheries.

Since my visit also, Mr. Commissioner O'Reilly has been good enough, agreeably to my request, to repair to the locality, and, having doubtless made all required allotments satisfactory to these Indians, it is unnecessary to make farther allusion to the matter in this report.

I was sorry to observe injurious rivalry among Missionaries on the Nass which appears to have occasioned distrust on the part of many Indians towards both sects (Anglican and Wesleyan.)

I think it is a pity that both societies should have Missionaries among the same people—really here, in the same villages—and I am of opinion that some regulation is now necessary which may limit such a small field either to one sect or the other. Missionaries assume direction over the secular as well as the religious matters of the Indians, encouraging, I fear, constant disputes between small bands, and desertious either from one side or the other.

The example is a bad one for the Indians who stand aloof, and at the time of my visit, the Natives of the upper villages had determined to have nothing to do with either party, assuring me that their old customs were a great deal better, and attended with much less contention.

Now that reserves have been made, the appointment of a local Agent by the Government for this district is an urgent necessity, and I trust one may be selected whose activity and impartiality will satisfy many grave complaints, the existence of which is now a serious drawback to the prosperity that should otherwise reward the industrious habits of these Indians.

Port Simpson appears to me to be the most central place for the headquarters of such an officer, as here he would be convenient to the Nass and also the Skeena, and if necessary the Milbank Sound.

The Tsimpsheean Indians incur risks of infringing upon the American laws in their dealings with the Alaska Indians, and a resident Agent stationed at this place could regulate the international matters which formed the subject of complaint on the part of the United States authorities last year. Should you approve of this suggestion, there is no place in the province where the services of an experienced man would be so useful in doing good and preventing almost daily trouble, and no place where it is so desirable to have a local Agent to protect certain valuable fishing grounds so essential to the continuance of a policy making Indians of this Province self-supporting.

The lava beds in the vicinity of Kit-wan-shilk destroy any hope of finding cultivable lands in the immediate neighborhood, but otherwise they constitute a most interesting locality. Comparatively of recent origin, the country for miles above Kit-wan-shilk has been turned up and heaved about in every possible direction, changing the channel of the Nass some distance from its old bed.

I visited Fort Simpson on the 8th July, and observed considerable improvement in the erection of very creditable houses.

Although many of the Indians were absent, still a large number were present, receiving us with salutes and other ceremonies of respect. An address chiefly referring to land difficulties was presented, and a meeting held in the afternoon at which speeches upon various subjects of local interest and replies were interchanged.

The Wesleyan Mission here is continued under the active management of the Rev. Thos. Crosby, who also visits several other mission posts among the Tsimpsheeans and appears to be a busy and indefatigable worker.

In addition to the buildings erected under this gentleman's auspices, upon which I have already reported, a commodious and comfortable school house has since my last visit been built.

At the time of my inspection it still appeared small for the large number of school children at times attending it, hence I was glad to authorize at once the expenditure of $500, which you were good enough to sanction, for the purpose of enlarging it to the required size.

Besides the day school, Mrs. Crosby has inaugurated a "home" for young girls, which I have no doubt will be productive of much practical and ultimate good.

The Indian residences at Fort Simpson are very superior, and during my stay there I saw no sign of poverty or neglect. Most of the houses were exceedingly neat and clean, many indeed being comfortably furnished.

As every village on the North-west coast contains a considerable number of sick, Simpson is not an exception, and I was obliged to devote some time in visiting those whose sufferings, from the want of some professional assistance, had been very great. Many go to Victoria for relief, but this is not possible for the majority. Hence it is that the Indians here also would highly appreciate and be most grateful for the residence of a medical man somewhere in their midst.

We left Simpson on the 9th of July for Fort Wrangel, at the mouth of the Stickeen River, my object being to inquire into the fishery difficulties existing between the Coast (American) Indians and those of the interior in our own territory.

The Stickeens, or more properly the Stakhin-kwan, belong to the Tlinket people, a populous nationality extending along the southern coast of Alaska, as far as our own boundary at Nass. They reside at Wrangel, and are properly Coast Indians, though from time immemorial they have claimed exclusive rights over the Stickeen River for a distance of 150 or 160 miles.

Beyond this point, formerly, they would not permit the interior Indians to come even for the purposes of trade, monopolizing for themselves the profitable barter in furs between the inland tribes and the whites.

After the discovery of gold in the Cassiar country, and the consequent ingress of whites, these trade relations were broken up, but they have since endeavored to maintain their supremacy and exclusive rights so far as salmon are concerned, and do not allow the inland tribes, who are much less powerful, to take fish until their own supply had been first obtained.

The boundary between Alaska and British Columbia has not yet been definitely settled, but the strip of American territory would not in any event involve more than 25 or 30 miles of the Stickeen, hence there should be no difficulties to prevent determining at once the rights and privileges of our own natives.

The Stickeen is a large and important stream, and, from the boundary line up, is very swift. We were three days going to Telegraph Creek, in a powerful stern-wheel steamer, a distance which occupied about half a day on our return.

"Although plenty of salmon ascend the river, no canneries have as yet been established there, nor has any cultivation been attempted of the arable spots of alluvial soil, generally covered with a growth of alderwood, to be seen here and there in the bends or reaches of the river.

The scenery, as far as the Cascade range, is most attractive, the region being distinguished by the number and size of the glaciers, which give it indescribable magnificence and grandeur.

At Glenora, which is in latitude 58° 40′ N., and much beyond the highest coast range of mountains, I saw some very nice grain-fields, and was informed that there was no trouble in raising potatoes and other varieties of vegetables.

Considerable gold-mining has been carried on at some of the bars in this locality, but which has almost, if not quite ceased, owing to the superior attractions for poor men in the placer mines of Cassiar.

There are several places in the neighborhood for native salmon-fishing, and here are the most important points claimed by the Stickeens.

I was fortunate enough to find "Shakes," the descendant of a long line of ancestors, and the chief of the latter tribe, with a number of his people, engaged in taking their winter's supply of salmon at Clearwater, near Glenora.

Mr. Hunter, the Dominion Custom House officer there, informed me, however, that a number of our own Indians had gone into the interior on hearing of my arrival, in fear of punishment by the Stickeens, after my departure, for making a complaint in regard to the fisheries.

Some idea may, therefore, be framed of the condition in which the Taltans (inland Indians) lived and of the influence possessed over them by their more powerful neighbors.

At the interview which I had, the Stickeen Chief informed me that his forefathers had owned the fishing places to which I had directed his attention, and they had been the birth right of his people long before either the British or Americans had come to this country. He considered it hard that our national boundaries should interfere with hereditary rights his people so much valued and had, from time out of memory, defended with their lives. He thought that some arrangement should be made either by one or both countries to acquire their (the Indian's) rights.

He, however, had always been the friend of the white man and did not want trouble for himself or his people, and he would pay great attention to what I had to say, feeling sure "the King George men" (the British) would not permit him to suffer a wrong, because he knew they were kind to Indians, &c., &c.

His companions also made very shrewd speeches, deserving, I considered, careful replies.

I explained to them that I had not come with authority to make any treaty with them nor to pay for their alleged rights. That the Stickeens were under the protection of the United States, their claims, if any should be presented to that Government who would, if necessary, send them for consideration to ours.

That, as they had doubtless observed, American miners were allowed to come into our country (Cassair) and take gold as long as they behaved themselves and obeyed our laws, that the Queen treated whites and Indians alike, and I thought, for the present at least, no objection would be made to their obtaining fish in our waters, so long as they did so in accordance with the Queen's laws and regulations. They would not be allowed, however, to dam up the creeks, preventing salmon from going into the interior, nor would they be permitted exclusive rights.

I had been told that the Stickeens had threatened to retaliate by preventing our Indians from passing the mouth of the river, but a treaty with the United States guaranteed to us free and peaceful navigation of that portion of the Stickeen which was not in our territory, and any attempt to interfere with this would no doubt be promptly punished by both countries.

At the same time, however, the Queen wished them to live on terms of friendship with our Indians; and so long as they obeyed her laws while in British territory, they would not be molested in any way, but, on the contrary, have kindness and consideration, &c., &c.

"Shakes" appeared to receive my words most graciously, and thanked me for pointing out to him his proper course in this matter. He was glad to hear my speech because I had made no promises that I could not keep;—that he would represent his claims to the Boston Tyhee (American chief), and he hoped one or both Governments would allow some remuneration if their rights were given up altogether.

He would answer for his people that no retaliation would be attempted, nor would they prevent the Inland Indians from visiting and taking salmon in their (the Stickeen's) old fishing grounds on the river whenever they desired,—that I could now send word to the Sticks and Taltans to this effect.

He (the chief) and those who were with him were glad to shake my hand, and would use all influence to have friendly feelings between their people and the Inland Indians.

Our colloquy was regarded with great interest by the white settlers at Glenroa, who, from their isolation and paucity in number, are quite unprotected in case of

trouble. Hence all were pleased at the satisfactory termination of the interview, and especially so with the expression of good feeling that had been vouchsafed by my friend "Shakes."

I am not certain that the matter was finally ended, but it is in a fair way of being so; and, in any event there is no cause to anticipate immediate trouble.

"Shakes" and his people undoubtedly have very old hereditary rights, which have always, up to the time of my meeting with him, been acknowledged and sanctioned by neighboring tribes. These rights have never been extinguished even by conquest, and it *does* seem hard that they should now be ignored simply because two Governments, of the existence of which, until lately, they knew nothing, should step in, and without even notifying the Indians to whom for ages the territory belonged, proceed to divide it.

I am of opinion, and no doubt it will be apparent from the above, that the trouble (if indeed any may exist in the future) can be easily settled—perhaps for something small in the way of a douceur, which is always a first and last consideration with Indians. But it should be finally and effectually disposed of, and, I should think, agreeably to the Indians by both Governments.

I procured horses at Telegraph Creek and soon crossed into the Arctic slope, arriving at Laketon, Dease Creek, Cassiar, on the 20th July. On my way I met most of the Taltan Indians, explaining in my interview with the chief and leading men, that I hoped their difficulties were now ended, and they need not fear to venture any where on the Stickeen River for fish whenever they choose.

They struck me as being a most harmless people. I am informed they are honest and trustworthy and exceedingly industrious, being most useful as packers and laborers.

The opening of the mines, however, has been fatal to them as a race, for they have had to contend with the vices of unscrupulous whites which seem in this district, from its remote position. to have had full fling.

A good many Tsimpsheean and Hydah Indians, as well as natives from some of the more northern tribes of Alaska, find remunerative occupation in the district canoeing and packing along the various mining creeks.

The Taltan's, as a tribe, however, appear to be rapidly decimating, a circumstance which has no doubt been greatly facilitated by their remoteness from proper governmental authority and protection.

Dease Lake, into which some of the richest creeks empty, is a beautiful sheet of water, nearly three thousand feet above the sea level, and abounds in delicious fish, such as trout, pike, pickerel, white fish, &c.

The mining region of Cassiar, which is easily reached by this lake, was discovered in 1874, and has yielded since that time about four millions of dollars. This sum has been taken from shallow placer diggings which have been very easily and inexpensively worked. Up to a late period it has therefore been a paradise for the poor miner whose "stock in trade" was the rocker, pick and shovel.

There are still left extensive gravel benches, affording rich prospects of large gold deposits, but which require capital for their development.

Upon my return to Wrangel, I was desirous of continuing my journey farther north in the hope of being able to furnish you with a report respecting a large number of Chilcat and other inland Indians, who although living upon British soil are obliged from their present position to have all their communication with the outer world through Americans, who carry on, in consequence, I am informed, a lucrative trade with them.

My duties, however, in other parts of the Province did not permit of this. I therefore started for the south arriving at Masset, Queen Charlotte's Islands, on the 24th of July.

It is surprising that the Queen Charlotte group of Islands has not been occupied by thrifty settlers before this. The climate is salubrious, superior to that of the mainland opposite. Gold silver, copper and coal are known to exist there and yet,

although more than a hundred years have passed since a distinguished navigator gave them the royal and euphonious name they now bear, these islands still lie almost waste and undeveloped.

The channels separating them are large, affording easy navigation and excellent harbors. The waters abound in fish, and the land in wild fowl and some valuable fur bearing animals.

The Indians inhabiting these Islands "Hydahs" or "Haidahs," have been a sturdy race of people, and, as unchristianized natives, are superior to any other septs in this Province.

Possessed of much inherent mechanical skill, and considerable inventive genius, their villages present everywhere evidences of their handywork.

There being no saw mills they have had to manufacture their own planks, often, in times past, with rude stone implements, yet their houses are generally large commodious and not at all uncomfortable in appearance, nor wanting in architectural design. Weah's (the chief's) house at Masset would seat 600 or 700 persons, if necessary, and at Skidegate I noticed a number of habitations quite as good, if not better.

There was much improvement visible both at Masset and Skidegate, the houses being without exception clean, and the inmates well dressed.

At the former place the Church Mission Society have a post with the Rev. Mr. Sneath in charge, and he seems to have been successful in converting the Masset Indians into a better and more christian mode of living.

At a large meeting at Weah's house the chiefs and other speakers expressed the hope that the Government would give them a school house.

He also produced during the interview a number of stone implements, stating that they were obliged to use these primitive articles still, and "if the Queen could help them to a few tools it would be a great boon for which they would all feel grateful."

"They were only now emerging from darkness, and a little help would be of especial service to them, &c."

I had the honor of bringing to your notice the evils resulting from their mode of elevating their dead a few feet in the air, instead of burying them in the earth.

I observed that the custom was not now continued, and many of the objectionable sepulchres had been removed by the Indians themselves.

There are many places still, however, requiring to be taken away for sanitary reasons, so that I trust a small grant in aid of this object may have your approval.

Their request for a school house is creditable, and a small sum judiciously spent in tools, nails, window sashes and other building material would not only encourage them, but make a great improvement in the appearance of their village.

At Skidegate (near which is another important Hydah village called Gold Harbor,) there never has been any christian mission, but the natives were exceedingly well behaved and far superior to many of the southern tribes who had possessed much greater advantages. The only request they had to make of me was, that I should send them a teacher and aid them in building a school house.

They were greatly desirous of emulating the Tsimpsheeans at Metlakahtla, and wondered why they had been left so long unprovided for.

I promised to represent their wants to the Government, and am of opinion that there is no place in the Province where a grant for school purposes and providing Indians with means of education could be so satisfactorily expended as at Skidegate.

The past summer has been a very successful one for the Indians of this place, as they have made considerable money in supplying the oil company here with dogfish, and those who chose to work had little difficulty in making five or six dollars per diem.

Halibut weighing from 50 to 100 pounds each are plentiful in the Queen Charlotte Island waters, and may be purchased for 25 cents or 50 cents each.

The Indians dry large quantities of them for barter with other tribes.

A splendid large fish called scull is caught in the neighborhood of Virago Sound. In taking this fish, the Indians use a line on which there are eight or ten hooks, these are so arranged that a small piece of wood is loosened from one of them the moment the fish bites it, the wood then comes to the surface, and when the angler collects the full number of these little messengers he hauls up the line to find a fish upon every hook. The great depth in which they have to sink the hooks necessitates this plan in order to economize labor and time.

The Hydahs are athletes, a stalwart race, with fine physique, exceedingly tractable and easily managed; they are good workers and capable of turning their hands to almost any kind of labor, skilled or otherwise.

Early navigators and modern travellers refer to them as a superior people. Marchand, the distinguished French voyageur, who visited the Queen Charlotte Islands just a century ago, in his narrative says: "that everywhere on these islands appear traces of ancient civilization, everything indicates that the men with whom they had the opportunity of being acquainted have belonged to a great people, who were fond of the agreeable arts and knew how to multiply them."

Two or three good schools among them would be of immense benefit in preventing the destructive pilgrimages of these comely women to the towns, and the consequent rapid decimation of the people as a nationality.

An active resident Agent on the north-west coast, who could acquire their respect, would benefit them immensely by an occasional visit, they seem so desirous of advice and direction. They are now, as they always have been, self supporting.

They are anxious, however, and could easily be made better producers and of much greater value to the country as inhabitants by the annua expenditure of a comparatively small sum in improving their present condition, which, I think, invokes the greatest sympathy.

I returned to Victoria by way of the Skeena, calling at a large village of the Tsimpsheeans named Kit-cathlah.

The Kit-cathlas (Kit, people, and Kathla, salt water) are settled in Edy entrance to Queen Charlotte Sound, where they have a large and pretentious village.

Owing to their being out of the track of coasting steamers, the inhabitants of Kit-cathlah had few visits from white people, and hence have retained their savage and warlike character for a much later period. Sebassa, the father of the present chief, and whose name is as historical as that of Maquilla at Nootka, was one of the most powerful and dreaded leaders of the Tsimpsheean nation. He was the owner of many slaves, and was scarcely satisfied in the possession of 17 wives.

A huge column of uncarved granite now marks his resting place in the village.

His son, heir to the chiefship as well as to the savage traits of his progenitor, bids fair to rival him in villainy and bloodshed; but, owing to the establishment of law and order at Metlakahtla, was taken prisoner by one of H. M. ships, and subsequently tried and sentenced to death.

The sentence was subsequently commuted to a lengthened imprisonment at the latter place, where the Government confided him to the care of Mr. Duncan.

Sebassa, under this gentleman's ministrations, has since become a devout Christian, his inherited thirst for blood is no longer dreaded, and he is one of the most peaceful and respected citizens of Metlakahtla.

Kit-kathlah is a large village, well built (according to native ideas of architecture) and must contain in the winter time a large population.

The place was clean, and from the abundance of property to be seen in the houses, the occupants appeared to be well off and comfortable.

At Skeena River there are two large canneries, consequently Indians from all the tribes within a hundred miles visit the place, both with a view of obtaining lucrative occupation, as well as taking their own winter's supply of salmon for home consumption.

Chinamen are employed at both fisheriss, but much the greater part of the work is now done by Indians.

The men enter into contracts to supply salmon, and the women and children are handy workers and most useful in the various steps necessary to prepare the fish for market.

In this way a large amount of money has been distributed among them. Indeed there appears no reason to doubt that the extensive employment of Indians will shortly do away with the necessity and, I may add, the undesirability of importing Chinese for the labor portion of canning operations.

From what I have stated above, it will be remarked that very few Chinese comparatively are, even now, required at the canneries on the north-west coast, and the necessity of having them on the Fraser has every year been growing less.

These results have been brought about by the ease and aptitude by which the Indians take to instruction, especially in this business, and their superior expertness as boatmen and fishermen.

The appointment of resident Agents by which the kind intentions of the Government may be conveyed to the Indians will be beneficial in stimulating them to industrious habits and will enable the Department to take desirable steps in insuring the adoption of more provident habits in their midst.

Many of the Indian villages along the coast, formerly wretched in appearance, are now cleanly attractive settlements, and I am therefore quite certain that improvement in this respect will be much more rapid and general in the future than it has been in the past.

Nor will the resulting good be confined to the natives alone.

The money expended among them will be retained in the country and the benefits will be general.

While at Skeena two cases of Indian liquor selling were brought to my notice by Mr. Duncan, and were disposed of by Mr. Anderson and myself. Two Chinamen were the culprits and they were mulcted in the sum of $150, the penalty being promptly paid.

The Tsimpsheean Indians who have fishing places on the Skeena complained that their favorite places were being pre-empted by the whites, but as I have already had the honor of bringing this matter to your notice, and as Mr. Commissioner O'Reilly has the same now in hand, it is not necessary to make further allusion to it in this report.

I called at Newittee, the most northern village of Vancouver Island (Kwawkewlth Indians), receiving letters from Mr. Blenkinsop relative to fishing difficulties between the Nimkish Indians and the Cannery Co. at Alert Bay, where I called next day.

The two chiefs at this village, "Cheap" and "Boston," seem most desirous of cultivating friendship with the whites, giving prominent evidence of their pacific intentions by a sign board to this effect over the door to their respective residences.

At Comox, where I spent a day just previous to my arrival in Victoria, the Indians are not by any means a thrifty lot, and do not compare favorably with those I had just left on the north-west coast.

Their houses are very poor and must afford little protection to the inmates during inclement seasons.

The owners appear destitute of property, and, like others living in the vicinity of the whites, are the victims of whiskey selling and concomitant vices.

The Anglican Church established a mission here, but it has been a failure from some cause, and the school house has not been occupied for some time.

Comox being now, however, embraced within the Agency of Mr. Lomas, these Indians will have more attention, and I indulge in the hope that their condition may consequently be improved in the future.

Shortly after my arrival in Victoria I visited those portions of the interior where lands have been alloted, but where no resident agent has been appointed.

I am glad to acquaint you that my statements in regard to the prosperous condition generally of the coast Indians applies equally to those in the settled parts of the interior.

The Cowichan nationality, besides embracing a large number of the southern coast Indians, extends up the Fraser to Yale, taking in the Cowichan and Fraser Agencies.

All the Indians included within these extensive limits have enjoyed a golden harvest by having most lucrative employment at the various canneries on the Fraser, and have never been so well off as they are at present.

Already profiting by the advice of the two gentlemen, who, as local agents, are performing their duties most satisfactorily, many of these Indians are expending their honest gains in a much more provident manner than formerly.

Their houses have been much improved, and a considerable sum has been expended in farming implements, and in buying additions to their live stock.

To afford some idea of their profitable work, an Indian chief informed me at New Westminster, that during the two weeks prior to his interview with me, he had realized $ 40.00 for salmon, which he sold to one of the canneries at the rate of $6.00 per hundred; the average weight of the fish (cohoes) would be 25 or 30 pounds each. I was informed that all who chose to work could net $5.00 or $6.00 a day without undue exertion.

The river steamers all prefer Indian crews, from the fact that the natives are found to be the most willing and active.

During previous seasons no difficulty was experienced in obtaining native deck hands at $15.00 or $18.00 per month, now steamers were glad to get them for $45.00 and $50.00, and even at this rate with difficulty, owing to the fact that at the close of the fishing season, Indians are anxious to visit and improve their own homes and reserves.

My journey extended along the waggon road as far as Soda Creek, a similar improvement in the circumstances of these inland people being noticed as far as I proceeded.

Railway construction has enabled the inland natives in this part of the Province to do quite as well as their brethren on the Lower Fraser, from other industries.

Most of them are excellent and trustworthy packers and carriers, and I met hundreds of their animals, either on the way to Yale for goods, or returning from there, laden with profitable freights.

Their unhealthy and miserable keequally (underground) houses are, so far as I was able to observe, almost relics of the past; cozy and cleanly residences, quite as good and often superior to those occupied by white men, having been erected in their places.

Having recommended the purchase of land for the William's Lake Indians, I was anxious to observe personally, with a view of reporting to you, the results which, I can assure you, are indeed gratifying.

These Indians, who have had no lands and have been pensioners on the bounty of the Department for the last two or three years to keep them from starvation, are now contented and appear most prosperous.

The season has in the vicinity of William's Lake been exceptional and most unfortunate for all the farmers, many of whom will be great sufferers from having had their grain frozen, by late summer rains preventing harvest, and the early cold snap with snow which suddenly followed.

The Indians, however, although the land was given them late in the season, put in all the seed supplied them and have raised and secured over 70,000 lbs. of wheat. Considerable hay has been spoiled by the heavy rains, still they have a good showing of winter feed for their stock.

In addition to the above they have raised on the same farm a quantity of potatoes, &c., which will be valuable additions to their winter's supply of food.

They have constructed a good ditch for irrigating purposes and have already amply justified the representations hitherto made to the Department as to what they could do if the opportunities were afforded them.

The farm purchased for them (the Sugar Cane Ranch) is a splendid one, and, if properly cared for, will yield ample returns for the labor bestowed upon it for years to come.

The Roman Catholics have an extensive Mission at William's Lake where a boarding school has been established for some years under the immediate care of the Rev. J. M. McGuckin.

The Rev. C. S. Grandidier, O. M. I., whose well known experience among the interior Indians has often been of such service to the Government, has lately left his successful mission field at Kamloops and come to this post, where I have no doubt, the Indians like their kinsmen at the former place, will soon find in the reverend gentleman a faithful friend and wise counsellor.

The Soda Creek Indians have insufficient land, and there are no crown lands in the vicinity of their village from which a proper reserve might be allotted.

I am of opinion that they would do equally as well as the William's Lake Indians if they had a similar chance. I found these Indians poorly off, *discontented* and *very unhappy*. No doubt they will remain in this undesirable condition until some special provision is made to furnish them with suitable farming land.

The Indians of Williams' Lake District comprise eight different bands, viz.: Williams' Lake, Soda Creek, Alkali Lake, Dog Creek, Canoe Creek, High Bar, Clinton and Canoe Lake, having a total population of 725.

They own 2,000 horses and 300 cattle.

With the exception of the Williams' Lake bands, they all complain of being left without adequate reserves, and, unless land is purchased, there will, no doubt, be difficulties in the way of satisfying them in the future.

Reserve Surveys.

Surveys have been continued by two parties under Messrs. Mohun and Jemmett.

Pending the completion of the Reserve Commissioner's work at Osooyoos and Similkameen, I directed both surveyors to finish the surveys on the Lower Fraser, Jarvis' Inlet and Howe Sound.

The following reports of these gentlemen will acquaint you with what has been done:—

NEW WESTMINSTER, 15th Nov., 1881.

SIR,—I have the honor to report that I have completed the surveys of the Indian reserves which you instructed me to make during the past season, and of which I enclose a list.

The work was commenced on the 16th May, and has exactly occupied six months, of which, however, about six weeks have been spent in travelling.

The weather generally has not been favorable, which has somewhat delayed me.

The notes of these surveys are contained in sixteen volumes of "Original Field Notes" and two volumes of traverses; the former I am now engaged in copying.

I have the honor to be, Sir,

Your most obedient servant,

EDWARD MOHUN.

Surveyor.

INDIAN RESERVES SURVEYED, 1881, BY E. MOHUN, C.E.

LANGLEY INDIANS.

Oonuck.	(A) Part of Suburban Lot No. 1.
Old Langley.	New Westminster.
McMillan Island.	Reserve opposite New Westminster.

COQUITLAM INDIANS.

Main Reserve.
Village Reserve.

NEW WESTMINSTER INDIANS.

(A) Part of Suburban Lot No. 1.
Poplar Island.

TCHEWASSEN INDIANS.

Tchewassen Reserve.

MUSQUEAM INDIANS.

Musqueam Reserve.
Sea Island Reserve.
(A) Part of Suburban Lot No. 1..

JARVIS INLET AND SECHELT INDIANS.

Sechelt Reserve
Sallahlus No. 1.
" No. 2.
Suahbin No. 1.
" No. 2.
Smeshallin.
Squawqueam.
Slazathlum No. 1.
" No. 2.
" No. 3.
Tsooahchie.
Peykulkin.
(A) One Survey.

Chilohsin Reserve.
Swaywelat.
Hunnachin.
Tchahchelailthtenum.
Klayequim No. 1.
" No. 2.
" No. 3.
Chickwat.
Oalthkyin.
Klaalth.
Swaycalso.
Tsacome.

HOWE SOUND AND SQUAWMISH ISLANDS.

Checkwelp Reserve.
" Graveyard.
Shelter Island.
Kaikalahan.
Stawamus.
Mamaquun Island.
Squawmish Island, Sekwulwailem Island } One survey.
Ahtsan.
Zekwaupsun.
" Graveyard.
Kowtain. " Island } One survey.

Seaichim " Island } One survey.
Waiwakum.
Aikwucks.
Pohquiosin, Shamain } One survey.
Yookwitz.
Cheakamus.
Skowishin.
" Graveyard.
Chuck-chuck.
Poyam.

NEW WESTMINSTER, B.C.,
21st November, 1881.

SIR,—I have the honor to enclose a return of Indian reserves surveyed by me during the year 1881, which I trust will be found satisfactory.

I have the honor to report that I have completed the surveys of the Indian reserves situated between Langley and Yale, on the Fraser River.

I have also to report that I broke up my camp on the 18th instant, and have paid off my party.

I have the honor to be, Sir,
Your obedient servant,
(Signed) WILLIAM S. JEMMETT,
Surveyor.

COL. POWELL,
Indian Superintendent,
Victoria.

RETURN showing the number of Indian Reserves surveyed, and about the number of miles run by Captain Jemmett, Surveyor, during the year 1881.

No.	Tribe.	Name.	Miles Run.
1	Yale	Stulla whats	2¼
2	do	Capt. Tom's	2
3	do	Kuth lath	2½
4	do	Albert Flat	2¾
1	Yale sub group		¾
2	do	Pucka thde tchin	4¾
3	do		1¼
4	Trafalgar Flat	Trafalgar Flat	2¾
5	do	Timber Reserve	¾
6	do	Aw aw wis	3
7	do	Kaukawa Lake	½
1	Hope	Town Reserve	
2	do	Schkam	2½
3	do	Greenwood Island	¼
4	do	Chawatha	7½
1	Skawahlook	Main Reserve	2
2	do	Sukseelssissum	1¼
1	Ohamil	Main Reserve	3¼
2	do	Nahleach Island	2¾
1	Squalits	Main Reserve	3
2	do		1¾
-	Mixed Tribes	Seabird Island	13¼
1	Nicomen	Main Reserve	1¾
2	do	Skwe ahm	3¾
1	Sumas	Main Reserve	¾
2	do	Island	3¼
3	do		3
4	do	Aytcitastlaah	1
5	do	Upper Sumas	4¾
6	do	Section 6, T. 19	2
1	Matsque	Main Reserve	3¼
2	do	Island No. 1	2¾
3	do	do No. 2	4¾
4	do	Township 16	1¾
5	do	Section 6, T. 13	1¼
1	Harrison River	Scowlitz	4¾
2	do	Burial ground	¾
37			100¾

SCHOOLS.

During the present year the following schools have received Government aid agreeably to the Order in Council regulating this expenditure.

Nass River	Wesleyan	Metlakahtla	Anglican
Kincolith	Anglican	Hazelton	Anglican
Fort Simpson	Wesleyan	Fort Rupert	Anglican
Massett	Anglican	St. Mary's	Roman Catholic

An Anglican Mission School has been opened at the Forks of the Skeena by Bishop Ridley, where a Mission Post under the auspices of the Church Mission Society in England had been established.

His Lordship has recently imported a comfortable steam yacht with the intention of visiting periodically all the tribes in his extensive diocese on the north-west coast, and hopes ere long to have quite an addition to the present staff of teachers and missionaries.

One or two efficient schools are required on Queen Charlotte Islands and also on Nass River.

Two or three industrial boarding schools for a certain number of pupils from each tribe, in the most central and populous Indian localities, would doubtless be a much more satisfactory way of conferring substantial educational advantages than the present system of day schools, which is attended with so many drawbacks to success.

MEDICAL RELIEF AND MEDICINES.

All the Christian Missions at the various posts in the Province, who have applied to me, have been supplied with ordinary medical comforts.

The system is not a satisfactory one, but it is the best that under the circumstances could be adopted.

If the proposal of the Metlakahtla Indians of procuring a resident medical man be carried out, a great want will be supplied to the neighborhood of that distant locality and prevent many cases of great distress from coming all the way to Victoria to seek professional relief.

AID TO SICK AND NEEDY, AND ASSISTANCE TOWARDS THE IMPROVEMENT OF THE INDIANS.

Aid to a very limited amount has been furnished, consisting chiefly of seeds and implements, and supplies to the really sick and destitute.

In those parts of the Province, where resident Agents have been appointed, I anticipate great improvement, as the Indians will now have the advice of these officers in clearing and cultivating their reserves and properly utilizing any assistance that may be furnished them.

The natives themselves have already done much, and in some parts of the interior are extensive farmers and stock-raisers.

It may, therefore, be fairly presumed that their position and prospects will be greatly advanced with the frequent visits and friendly counsel of active Agents.

FISH, OIL, FURS.

Fish, canned	$291,091 00
do fresh	927 00
do pickled	8,680 00
do smoked	26 00
Oil, 52,120 gallons	15,959 00
Marine furs	75,840 00
Animal furs	287,414 00
Hides, horns, skins	50,658 00
Fish canned, N. W	8,461 00
	$739,056 00

As previously remarked, the great run of salmon during the season just past has been a most fortunate one for the Indians.

Large quantities of dog-fish oil have also been made by the natives, while the largely increased rates for furs have pleased and satisfied, with a well-filled purse, those fond of the chase. In fact, native productions of all kinds have had an impetus this year that has greatly improved the condition of both coast and inland Indians, who only need to be more provident to be vastly better off than they ever have been in the previous history of the Province.

I have the honour to be, Sir,

Your obedient servant,

I. W. POWELL,
Indian Superintendent.

COWICHAN AGENCY,
MAPLE BAY, 25th October, 1881.

SIR,—In accordance with your instructions I beg to submit the following report on the affairs of this Agency since my appointment to the same.

I regret to say that there has been a considerable number of deaths during the past spring and summer, chiefly from lung diseases, measles, and scarlet fever, the two latter having been very prevalent among the children.

The medicines with which you provided me have been of great service, and the Indians express themselves very thankful for them.

The Indians of this Agency, as you are aware, live principally by fishing, cultivating only small patches of their reserves; but now there are a great number of young men on the different reserves who are anxious to secure allotments of land, which they propose to improve, and thus secure to their children after them.

On the Cowichan River some few already live entirely by farming, only leaving their own farms to work for their white neighbors; and I believe another year the number of these will greatly increase as each one obtains a definite allotment of land, with the understanding that if he does not cultivate and make satisfactory use of his allotment, it will be given to some more industrious Indian.

By encouraging them to reside upon, and utilize their reserves, I think we shall before long break down the old customs which have so long kept them from permanent improvement; especially would this be the case if more of the young men could be induced to leave the large "Ranches" altogether, and reside in smaller houses on their allotments.

To encourage this I would suggest for your approval a donation of fruit trees to such as have already left the village.

During the past summer several of the villages in the southern part of the Agency have been almost entirely deserted, men, women, and children having found paying employment at the salmon canneries on the Fraser; they are now returning to their homes, and it is estimated that they will have brought back over $15,000 in wages from the fisheries. I regret to say that I believe a portion of this money will go in the purchase of blankets to be given away at some "Potlach."

I have already had the honor of reporting to you that considerable dissatisfaction exists among the Comox and Chemainis tribes with regard to the reserves allotted to them. I find that a large proportion of both these reserves are really worthless for agricultural purposes, and now that these Indians are making a start to cultivate their land, I find great difficulty in allotting sufficient land to each.

In the Cowichan tribe a Council has been elected, and in the course of a mail or two I expect to be able to send you copies of by-laws for the approval of the Hon. the Superintendent-General.

The Nanaimo Indians also are anxious to have a Council elected to manage their local affairs.

At Comeakin the Rev. Father Dunkel is about re-opening his school for boys, where, last winter, he had about thirty pupils in regular attendance, but which, owing to the absence of pupils, has been closed during the summer. The same gentleman has erected a church on Keeper Island, immediately above the large Penalacut village.

On the opposite end of the same Island the New England Society are now erecting a schoolhouse, with the intention, I believe, of eventually having an Industrial School there for Indian children, under the superintendence of the Rev. R. J. Roberts.

The Quamichan Indians, having felt the want of a bridge to connect their arable lands with the village for a long time, have now commenced the construction of a bridge 200 feet long across the Cowichan River. They have got all the necessary timbers squared and on the ground, and are anxious for some assistance in the shape of iron work, plank, and a man to superintend the completion.

As the season was late when I received your instructions to spend a small sum in opening up some old channels of the Cowichan River, by which it is hoped to prevent

the loss of much good land, I decided to get as many Indians together and do as much work as possible by a "Bee." I therefore purchased some provisions, and employed some Indian women as cooks.

On the day appointed between sixty and seventy young men turned out, bringing with them four yoke of oxen, they all worked well and propose to spend another day at it, as soon as the weather will permit.

In conclusion, I am happy to be able to state that the great bulk of these Indians are really well off this winter; having had good crops of potatoes, the salmon run promising well, and so many of them having earned good wages during the summer; at the same time there are in nearly all villages, several very old people, often nearly or quite blind, and in winter quite helpless; these suffer great hardships as in many cases they seem to have no near relatives, and the charity of other Indians is not to be relied on, consisting generally of a great feast, followed by a long fast. It will be often necessary therefore to grant some little relief to these during the winter months, until the natives themselves can be induced to make some regular provision for them.

I have the honor to be, Sir,
Your obedient servant,

W. H. LOMAS,
Indian Agent.

I. W. POWELL, Esq., M.D.,
Indian Superintendent, Victoria, B.C.

ALBERNI, BARCLAY SOUND,
22nd September, 1881.

I. W. POWELL, Esq.,
Indian Superintendent.

SIR,—I have the honor to submit to you my report on the tribes resident on the west coast of Vancouver Island.

After some little delay at Comox through weather and difficulty in hiring Indians, I reached Alberni on the 27th June. Found the Opicheset tribe and a few Tseshahts at the village who were glad to see me, being no stranger to them. I took canoe to Ekoolth where I procured what goods I required and proceeding to Homoah, Village Island, there engaged canoe with crew of four Indians, leaving the Sound on the 4th of July, and visiting the following tribes:—

Claoquaht, men	102
Total population	324

Found the bulk of the tribe at Echachist, Wakenennish Island; devoted a day to visiting the sick and dispensing medicine; coughs and lung affections very prevalent, cured young man injured by treatment of Indian doctor.

Some well built houses here with shake roofs.

At the chief's request I appointed two policemen, while he picked out five good men to help them to keep order and stop the liquor traffic. I may state here that these men seem to have done well since I left, they have confiscated three bottles of liquor, have built a jail, and one of the policeman came the other day to ask my advice about two women in jail for quarrelling and fighting—the chief being away.

Kelsemaht, men	37
Total population	140

At the village on Vargas Island; children above the average in number, dirty and ill clothed; relieved orphan boy, no father or mother, naked and destitute. From here passed inside Vargas Island to

Ah-housett, men	97
Total population	300

Most of the tribe camped at Moktoosis Matilda Creek, Flores Island; three acknowledged chiefs here; visited small camp at Whitesand Bay; a healthy tribe, dirty, but little sickness amongst them. Travelled around inside Flores Island, and at Hopenit, near Refuge Cove, found the remnants of a once powerful tribe.

Man-o-set, total population 18

Now numbering but 18, which complete the tribes in Clay-o-quot Sound.

Hushquiaht, men 66
Total population 213

An intelligent and industrious tribe; great sealers; proportion of children above the average. Roman Cotholic mission established here under Rev. Father Brabaut. Indians have given up many of their superstitions; had no opportunity of inspecting school, as it was closed for a few weeks at the time of my visit, but the Rev. Father told me they were regular in attendance and quick to learn.

Moutchut (or Nootka) men 80
Total population 230

Village at Friendly Cove. The chief of this tribe is also by birth chief of the Eàt-e-yet, the acting chief of that tribe acknowledging his supremacy. These Indians are more superstitious and prejudiced against the whiteman than any tribe on the coast, saying when I took the census, after I got their names on paper, I should cause them to die by poison. The chief received me well, making no demur when I expressed my wish to take the number of the tribe; one reason of this may be that a few years ago the small-pox made great ravages amongst them, which may also account for the paucity of children.

Matchlaht, men 33
Total population 87

Camped at small river opposite Gore Island; found the chief recovering from severe illness; gave him a small present of flour, sugar, etc., which he wanted more than medicine; all the women in this small tribe are doctors.

Noochahtlet, men 49
Total population 155

Village at mouth of Muchatlitz Inlet; chief, a young man, intelligent and well dressed.

Eàt-e-yet men 51
Total population 147

Village on Catala Island, mouth of Esperanza Inlet. Chief sent his son with me as pilot to Kiyukut.

Kiyukut, men 242
Total population 691

Two acknowledged chiefs in this tribe, the first a young and intelligent Indian, anxious for the improvement of his tribe, the other a chief-woman. A Roman Catholic mission recently established here under the Rev. Father Nicolaye. The whole tribe attended church on Sunday; had been 100 children in constant attendance at school, gathered from Indians and whites. There is much improvement already in this village—property safer, and Indians improving in dress and behavior. The whole number assembled in the Chief's house for me to address them, which, though built Indian fashion, was large, commodious and clean.

Cheuklzet, men 48
Total population 144

Village on Bunsby Island, mouth of Malksope Inlet. Busy making oil; houses very dirty. The last tribe in my Agency north of Barclay Sound. Returned along the coast, and visited

Nitinat, men..... 90
Total population..... 280

Living in four rancheries between Cape Beale and Pacheena.

Pacheena Men..... 26
Total population..... 82

These tribes all busy dog fishing; houses almost unapproachable from fish refuse on beach; on speaking about it was told it was their source of wealth and had been like that from the time they were children.

These Indians take most of their produce to Victoria. A good many pigs about their villages.

Returned to Barclay Sound.

Uthnilhlet, men..... 80
Total population..... 250

From the recent death of the Chief of this tribe, and other reasons, they were so scattered that I could only take an approximate census, and had no opportunity of addressing the whole tribe; however, I gathered together as many as I could and appointed two policemen—speaking particularly against Tamanawas, there being a good many doctors in this tribe.

Oiats, men..... 80
Total population..... 240

This tribe was also scattered for fishing purposes, and I promised to visit them in the winter when they will be congregated at Numakamis.

Tokwahaht, men..... 9
Total population..... 25

Saw the chief at Ekoolh, told me the rest of them were away, so did not visit the village.

Ochuckleset, men..... 17
Total population..... 56

Both these small tribes have decreased nearly one-half since 1874. Found the Ochucklesets at Elhlateese, at the head of the harbor salmon fishing; several canoes coming in, the morning I was there, half filled with good salmon.

Tseshaht and Ekoolhet, men..... 52
Total population..... 176

This tribe has by far the largest number of children in proportion to adults although they number 40 less than in 1874.

Opicheset, men..... 17
Total population..... 60

The only tribe that has not decreased in number since Mr. Blenkinsop took census in 1874.

Resumé of Tribes.

——	No. of Tribes.	Men.	Total Population.
Nitinat	2	116	362
Barclay Sound	7	255	807
Clayoquot Sound	4	242	777
Hesquiaht	1	66	213
Nootka Sound	2	113	317
Nuchatlitz	2	100	302
Kyuquot Sound	2	290	835
Total	20	1,182	3,613

These people are scattered over 240 miles of rocky coast, broken up into groups of islands, sounds and inlets. They make a good deal of money, principally by dog fish oil and sealing, which is now carried on more or less by all the tribes; the skins are now paid for by the traders in cash. The Indians are large consumers of flour, biscuit, rice, sugar and print, while the demand for soap, good class of clothing and boots and shoes for adults and children is steadily on the increase. There are nine stores at different stations on the coast, where goods are supplied at very reasonable rates, so that by exercise of ordinary carefulness they can all feed and clothe themselves and families well.

Potlaches.

The system of giving away large quantities of blankets and provisions to their own and neighboring tribes on this coast is a difficult question to deal with; and I doubt whether it can be put a stop to entirely until the Indian is sufficiently educated to see the folly of it. Among the Tseshahts (in which tribe the chief has little influence) since my return there has been a constant succession of feasting, singing and dancing, and I saw in the Opicheset Ranche about a ton of potatoes and carrots, grown in his own garden, a number of blankets with print and beads given away by Quossoon on the occasion of his daughter arriving at the age of puberty. In its favor may be said that it is a bond of union between the tribes, making them acquainted with each other, on occasions when they meet together, have plenty to eat and seem to thoroughly enjoy the singing and dancing. No doubt there is some waste at these meetings, where a canoe full of cooked rice and several sacks of sugar, or six or eight boxes of biscuits, are distributed, but the poorer Indians reap some benefit from it, and all carry away what they cannot eat.

There are cases of Indians lazy and improvident, who, considering themselves by birth something of Chiefs, will collect together what they can and borrow the rest to give a potlach, keeping themselves poor for a year afterwards to the detriment of their family, but while fish is plentiful there can be little real distress for food, and the custom among these tribes of giving away everything on the death of a child is much against habits of saving.

Liquor Traffic.

As far as I can judge from personal enquiry there has been no quantity of liquor brought to the west coast this year. A few bottles of gin have come by returning canoes from Victoria from time to time to Barclay Sound, Clayoquot and Pacheena. The Nitinats who were formerly the most drunken tribe on the coast told me on my visit that "some time back they went to Dr. Powell for advice, and he appointed

policemen amongst them, who have since watched that no liquor was brought into the camps from Victoria, but that some still came to Pacheena."

The Pacheena chief acknowledged this, but promised that it should be stopped. The imprisonment of Jacob for murder, while under the influence of liquor, has had a salutary effect on the Indians of Barclay Sound, who, I hear from both Indians and whites, have given up drinking to any extent.

Police.

At Kiyukut I found a police organized and a council composed of chiefs and principal men, who imprison and impose fines, which fines are divided amongst the council and police.

At Hesquiaht the police appointed by Rev. Father Brabaut were doing good work in aid of law and civilization without any pay.

There are also police in other tribes under the influence of the Roman Catholic Missions, but to be efficient where there is no resident missionary or agent they want to be controlled by the chief assisted by a jury. After getting more fully the wishes of the Department with regard to this question, I think I shall be able to organize an efficient police, effectually stopping the liquor traffic and other evils.

Tamanawas.

The practice of this disgusting superstition is in a great measure given up. I had an opportunity of seeing the koquahua dance at Kiyukut on the occasion of the visit of Indians from Cape Flattery who came by permission of their agent. It was an interesting sight in a tribe where four or five hundred Indians took part, and I could not find any harm in the performance; it seemed to be made the occasion of merriment rather than fear. This is the dance that originally wound up with the sacrafice of an Indian slave.

The dead body and dog eating orgies are entirelly discontinued on this coast.

With regard to Tamanawas doctoring, it is still carried on to a considerable extent in some tribes, although most of the Indians deny that what they call the "Skokum doctoring" is still practised, and it is not an easy question to deal with in tribes where there is no resident agent or missionary capable of dispensing medicine. In answer to me on this question, an Indian replied: "If a whiteman doctor was living with us it would not be difficult to give up the Siwash doctor, but when our children are sick what are we to do? Are we to let them die without trying to help them?"

But the Indian doctors, bound up as they are with all their superstitions, form one of the greatest obstacles to the success of mission work or any other efforts for their improvement, and there is no doubt that they cause the death of many children, infants particularly, by squeezing the abdomen and other malpractices, while in some cases abortion is practised by them.

Then the science of Indian doctoring is, that an evil spirit, stone, stick or something is causing the trouble, which removed by the skill of the operator cures the disease, so that it is difficult to get them to persevere in the use of medicine where instant relief is not experienced.

Still I have constant application for medicine from the resident and other tribes visiting here.

In conclusion, I may state that I have been well received by the Indians everywhere, and hope to spend a longer time with each tribe the ensuing year.

With regard to the establishment of the Agency, I think somewhere at the mouth of Barclay Sound will be more central than Alberni, Uthuilhlet (otherwise Euclulet) is convenient for Nitinat, Clayoquot Sound and Barclay Sound, and a general calling place for all the schooners.

I have the honor to be, Sir,

Your obedient servant,

HARRY GUILLOD,

Acting Indian Agent.

FRASER AGENCY,
NEW WESTMINSTER, B.C., 16th October, 1881.

I. W. POWELL, Esq.,
Indian Superintendent.

SIR,—I have the honor to transmit to you my first Report on Indian matters in the Fraser River Agency.

It being late in the spring before I could visit many of their reserves, and the greater number of the Indians being off to the places where they get employment during the summer months, consequently my report will be brief.

I have observed at all their reserves a good many pieces of land under cultivation, on which they raise considerable produce, chiefly potatoes, peas, oats and hay; they have at these places a great many cattle of very good description.

Their system of agriculture is not good and needs great improvement. I shall, in the coming spring, instruct as many as I can how to put in their crops in better shape. I believe the reason why they have not more land cultivated, is the great demand for Indian labor at the fisheries, on steamboats and at saw-mills, and the high rate of wages they receive. There is no class of laborers to compete with them at the fisheries or at steamboating on the Fraser River. Their women, also, who are very industrious, are profitably employed at the fisheries during the fishing season, making nets and cleaning fish for the canneries. There are a good many men also who make considerable money at getting out cord wood and selling it at $2.50 per cord to the river steamers. The Indians love working in batches together, and much prefer the above kind of employment to agricultural labor.

Almost all of them are Christians and are very proud of being so. They speak in the most respectful manner of their several missionaries, and have the utmost confidence in them. Their religion is chiefly Roman Catholic.

On several occasions they have come to me to settle disputes between them, some of which were of long standing and of considerable interest to the parties concerned. I am glad to say that on all these occasions they have cheerfully abided by my decision. They have a great dislike to go to the law courts to settle their differences.

There is nothing at present which is giving the Indians of this Agency so much anxiety as the growing evil of white men and others seducing their married women.

At the following places where they and I met by appointment, the above grievance was the only one of any moment which they all bitterly complained of, and begged you to urge upon the Government to have a law passed that will enable them to regain their wives taken away in such manner.

I met 600 of them at St. Mary's Mission, May 24th; seventy-five at Chilliwhack, May 30th; forty at Tsowasson, twenty-seven at Semiahmo, June 11th; 200 at Burrard Inlet Mission, June 14th; eighty at Canoe Pass, September 7th; sixty at Skokale, September 23rd, and twenty at False Creek, October 8th.

The seduction of their women was the all important matter they discussed at the above meetings.

Since the first meeting, May 24th, I have returned seven women to their husbands and four men to their wives. I hope I may be able to induce others to do likewise, as it has given great satisfaction to the better class of Indians.

I am happy to inform you that this is a very plentiful year for them; they have any amount of salmon preserved, and plenty of potatoes and other vegetables; besides, a great number of them saved considerable money this summer.

At their villages I have seen a number of them sick, chiefly men. Their sickness is generally consumption.

Their habits of cleanliness are not to be boasted of, but require considerable improvement, although, whenever they go out to church or to take a holiday, they dress well, both men and women.

I have the honor to be, Sir,
Your obedient servant,

P. McTIERNAN, *Indian Agent.*

KAMLOOPS AGENCY, June 30th, 1881.

Lieut.-Col. POWELL,
Indian Superintendent,
Victoria.

SIR,—I have the honor to submit, for the information of the Department, the following Report for the year ending 30th June, 1881.

Having but recently received the appointment of Indian Agent for the Kamloops district, I have not as yet had time to visit all the Indians in my Agency.

I am, however, glad to be in a position to state that my reception as their Agent by all the Indians on the Reserves I have been to has been gratifying.

The reserves at Bonaparte, Dead Man's Creek, Kamloops, South Thompson, Little Lake, and Adam's Lake, have been visited by me, and the Indians on each and all found to be in a thriving and contented state, loyal and friendly to the white population of the country.

Having a large acreage under cultivation, and much stock principally composed of horses, they may be said to be in good circumstances.

No sickness is rife among them, and the cleanly condition of their houses and churches speaks well for their future.

Judicious assistance in the matter of agricultural implements, and good seeds would, in my opinion, be of infinite value to them in their farming operations.

A boarding school for children of both sexes at Kamloops is greatly desired by all the Indians, who state their willingness to send their children from all the neighboring reserves within a radius of fifty miles, and who consider that in this way some three hundred boys and girls might be brought together there for educational purposes.

I have endeavored to act according to my instructions, by impressing on the Indians their duties, and I may state that no grievances have been brought to my notice by them.

I have the honor to be, Sir,

Your obedient servant,

HENRY P. CORNWALL,

Indian Agent.

KWAHKEWLTH AGENCY,
BEAVER HARBOR, 23rd Sept., 1881.

I. W. POWELL, Esq.,
Indian Superintendent,
Victoria.

SIR,—In accordance with your instructions I have now the honor to submit, for the information of the Department, a Report of my proceedings in this Agency since I assumed charge in May last.

On arriving at Cape Mudge, in the "Otter," from Victoria, and finding but few Indians there, I arranged with the chief to have as many of his tribe collected as possible by the 14th June, and that I would return at that time from Beaver Harbor to meet you at their village in H. M. S. "Rocket," according to appointment.

Visiting the Nimkeesh, at Alert Bay, on my way to Beaver Harbor, I there ascertained that the natives were somewhat alarmed at the extensive preparations being made by the Canning Company, for fishing in the Nimkeesh River, fearing that the entire run of salmon would be secured by the nets of the company, and none allowed to go up the river to spawn, and that they also would be deprived of their usual supply of summer food.

I pointed out to them that the company were strictly prohibited from interfering with the established fishing rights of the Indians, and that ample time was allowed

by law for a great portion of the fish to ascend the river to their spawning grounds. This reassured them, and they promised not to interfere with the work of the company.

Remaining only a few days at Beaver Harbor to fit out, I started for the Laich-kwil-tach village, at Cape Mudge, and arrived there on the morning of the 14th June, after a long and tedious voyage in a small canoe which was entirely unfit for the work: but the absence of the Kwahkewlths from their homes at Fort Rupert left me no choice in the matter as this was the only canoe at the village.

Your arrival at Cape Mudge in the "Rocket," on the 18th, happened most opportunely, as I had ascertained, previously to my departure from Beaver Harbor, that a native of the Laich-kwil-tach tribe, at Salmon River, had killed a chief of the Mah-teelth-fees living in Havannah Channel. The arrest of the murderer on the following morning by the crew of the "Rocket" has had a most beneficial effect, showing the Indians that the Government are now in earnest in putting down all attempts at violence and crime of any kind, particularly those of which the use of spirituous liquors may be considered the immediate cause.

The visit of the "Rocket" to Knight Inlet, where the greater part of the Kwahkewlth tribes were collected, with the murderer on board, and the further arrest of three notorious whiskey sellers taken out of that camp, have also strengthened my position to a remarkable degree. In fact, but for your timely arrival in this vessel, no steps that could have been taken by me, at least for a time, to improve their condition, or lead them to commence what we so much desire, the opening o a new life, would have availed whatever.

War was certainly averted by capturing this murderer. Most of the Kwahkewlth tribes would have been drawn into it, and the result fearful to contemplate.

On bidding adieu to the "Rocket" at Now-we-te, Hope Island, I pitched my tent and remained at the village three days, attending to the wants of the Indians, and impressing on them the necessity of adopting a better style of life, particularly as regards cleanliness, and attending to the health of themselves and families.

Sickness, however, I found not to be as rife here as among the other tribes hereafter alluded to. The chiefs prevent their people going to Victoria, which has no doubt a great deal to do with it; but they are filthy in the extreme, and, were it not that they are subject to the strong sea breezes, they would probably have more sick in their midst.

Leaving Noowete, I proceeded to Beaver Harbor, where a few natives of different tribes were collected for the purpose of trading with the fort. They were very orderly indeed, and on my telling them that henceforth an Agent would constantly be on the move among them, they showed, by their manner, that they fully appreciated this act of consideration on the part of the Government.

Here, at Beaver Harbor, I considered it advisable to remain for a few days to put into shape my notes made during my trip in the "Rocket," for your inspection and consideration.

The weather proving much too wet and stormy for writing in my tent. I was only too glad to accept the offer of Mr. Hunt at the Fort and do it in doors.

Whilst so engaged, I received a communication from the Agent of the Alert Bay Canning Co., stating that the Indians had stopped two of their men who were fishing on the Nimkeesh River, and urgently asking my presence there to set matters right.

I proceeded at once to the spot and found that these men were, (not knowing the law) engaged in constructing a weir within the mouth of the river, when the interference complained of took place. This, I told them, was contrary to English law, and I presumed Canadian also (since confirmed by letter of A. C. Anderson, Esq., to me on the subject), and requested them to confine themselves entirely to net fishing within the legal grounds, which Messrs. Huson and Spencer, the proprietors, readily agreed to do. The Indians then offered no further opposition, and work was resumed and kept up without further trouble.

Numbers of canoes arriving about this time from the south, touching in at Alert Bay on their way to the north, and two of the most powerful of the Kwahkewlth tribes being also on a visit to their Nimkeesh friends, I determined to confine myself for a time to this portion of the Agency, to check any attempt at landing spirits, and prevent any further molestation of the people working at the cannery.

Matters remained in a quiet state until your arrival in the "Rocket" from the north, when I decided to start at once for the rough part of my work, viz.: Queen Charlotte and Kwawt-se-no Sounds before the commencement of the southerly gales, which usually set in in September.

I beg to mention that, according to your verbal instructions, I succeeded in purchasing a canoe well adapted for the work about to be undertaken. This canoe is now fitted to stand the heavy seas and gales of these two Sounds, and well it was for myself and crew that she proved so seaworthy.

In crossing Queen Charlotte Sound, from Noo-we-te to the Nah-kwock-to Village, on the mainland near Cape Caution, a sudden heavy gale sprang up which for a while threatened us all with destruction. On this route a few weeks since six Indians perished, a woman alone being saved out of the crew from a watery grave.

In alluding to this subject, I wish to bring to your notice the advisability of having, in future, four instead of three men, as suggested in the "Estimates of Expenditure for Transport," forwarded to you in July last, whilst employed on the more exposed parts of the Agency.

Since the date of the departure of the "Rocket" from Alert Bay, on the 6th August, I have visited the following places, viz.:—

Kooe-ke-mo Ke-ope-e-no	Kooe-ke-mo Inlet.
Kwawt-se-no Klass-ki-no	Kwawt-se-no Sound.
Noo-we-te, Hope Island.	
Nah-kwock-to Kwaw-she-la	Queen Charlotte Sound.
Tsah-waw-ti-nench Kwaw-waw-i-nench Ah-kwaw-ah-mish	Kingcombe Inlet.

A complete census of the above tribes has been taken and will be forwarded, when put into proper form, some time during the coming winter, when canoeing will have to be suspended during the winter storms.

The natives on the Kooe-ke-mo Inlet and Kwawt-se-no Sound were much scattered, securing their supply of food for the coming winter; it consequently took up much of my time to visit them all.

They were highly pleased with this visit, and the chiefs have promised to keep their people in future from going to Victoria and other southern ports. I regret to say a number of canoes were then absent, and, according to report, had gone to Burrard Inlet and Puget Sound for whiskey. This, I understand, is their first attempt in engaging in this business, and the chiefs have told me it shall be the last.

These Indians retain more of their old manners and customs than their neighbors, either on the west or the east coast of the Island, and are consequently more amenable to good advice and more easily dealt with. They are industrious and trustworthy, and on the appointment of constables, whom I intend shortly to select, they will, no doubt, readily fall into our views regarding the contemplated reforms.

The census of the Kooe-ke-mo branch shows that a fearful decline is taking place among these Indians, the deaths during the twelve months being twenty-six whereas the births were only three. There were 37 cases of sickness in their different fishing villages, many of them being of a very severe nature.

On landing at the Nah-kwock-to village, seeing quite a number of apparently healthy children playing on the beach and sporting in the water, it appeared at first sight that there was one spot in this Agency where the natives were free from the

contamination of those fearful diseases which have been and now are so rapidly decimating most of the tribes on the coast, but I was quickly undeceived.

Upwards of twenty of these children were in an unhealthy condition, and several others within doors, of a tender age, required medical attendance. Several, young as they were, had scrofula in its worst form, two or three were spitting blood, and the constant cough, heard in all directions, told but two plainly that consumption was doing its work. In all there were fifty-two cases of sickness in this village.

Many of those grown up showed that the hand of death was too firmly fixed on them to be relieved by any care or assistance that could be afforded them; and all this sickness, this suffering, was evidently brought about by the mass of filth through which they moved, and in which they constantly live.

In all my Indian experience I have failed yet to witness such scenes of misery and discomfort, such an accumulation of filth and disease, as I have seen during my past two months' voyaging on the Kwantsino and Queen Charlotte Sounds.

On these suffering ones I bestowed more than ordinary care and attention, and it was pleasing to find, after a week's stay among them, that my time was not given in vain. Many cases, however, were beyond my skill to administer to, and I fear even the best *professional* skill would have availed but little to render relief to some of those afflicted.

But, as I told them over and over again, they were doomed to an early death if greater cleanliness, better clothing and better food were not afforded the younger ones. Those now healthy, or apparently so, might possibly grow up to be young men, then, through early neglect, would come the cough and spitting of blood.

Too many instances were to be found in their own camp, Mah-kwock-to, to show them the truth of my remarks. These I pointed out to them, young Indians, boys and girls, to the number of ten or more, neglected in their youth as they were now neglecting their young infants.

Fond as Indians seem to be of their children, when the time comes for the least exertion on the part of the parents to help them through days of sickness, they utterly fail.

Surrounded with boxes of property all ready for the "potlatch," on which their whole souls are fixed now more than ever, they turn a deaf ear to any suggestion to purchase a little rice, tea or sugar for their suffering progeny.

Out of this apathetic state the Agent must endeavor to lift them ere any hopes of bettering them can be expected. To stay the terrible decline now taking place must be his first care, aided, if possible, by professional skill. It is too certain they will not help themselves, and I fear that, when that time comes when an Indian policy will be no longer needed, these Indians will then have ceased to exist.

The native tribes at the head of Kingcombe Inlet, I am pleased to report, are far ahead of the Nah-kwock-toes in industrial habits, and particularly cleanliness, consequently they are far more healthy.

I found 300 encamped at their great fishing village in this locality anxiously expecting my arrival, as the salmon were now freely ascending the different streams, and the Indians were eager to lay in their winter stock.

These Indians keep almost entirely to themselves, and have far more independence of character than the neighboring tribes.

Few, if any, go to Victoria. They are, therefore, free from many of the diseases which other coast tribes are subject to.

It being highly necessary to visit, as quickly as possible, the different tribes in the Agency in order to prevent the various reports put in circulation by evil disposed natives taking effect on the minds of the Indians generally, regarding the views of the Department, there has not been sufficient opportunity this season to do more than reassure and point out to them that my appointment as Agent is solely for their future benefit and good.

I may safely say that one and all, so far, have met me cordially, and expressed their entire concurrence in the system now being inaugurated by the Government for bettering their condition.

Of course, I have to except, for the present, the doubts of many as regards the wisdom of doing away with the "potlatch." This custom has, of late years, increased to a very great extent; and those most interested, who are principally the old chiefs, have offered a most determined opposition.

Many others, however, would be glad to see it abolished; and to these I look for assistance in putting it down when the proper time comes. In fairness to those who have so much at stake, and in order to allow them time to collect their debts, I have stated plainly that a year or two hence it must be discontinued. To act otherwise would lead to endless difficulties, and, possibly, to crime.

To the whiskey sellers I have read the law in plain terms—firmly and often.

The majority of the natives agree with me and wish to see its suppression; but, strong as they are in their desire to stop the crying evil, the best among them fail to stand the test when liquor is offered to them.

During my stay at Noo-we-te, I appointed Cheap and Boston, the two most energetic men in the tribe, to act as constables to preserve the peace in their village, and put a stop also to the introduction of whiskey. Subsequent actions on their part, in these respects, convinces me that they will carry out their instructions to the letter. They have already made one seizure, and searched several canoes passing their camp, *en route* to the north.

The Nah-kwock-toes and tribes, on Kingcombe Inlet, were eager, on learning of the above appointments, to have constables also selected to keep order in their respective villages. And it will be my duty during the coming winter and early spring to have in each tribe two good men, with the proper authority given them, to carry out the views of the Department as regards the various reforms contemplated.

These reforms must of necessity, with individuals so backward as they are in civilization, and so morally degraded, be wrought indeed gradually, and I at present can suggest no better material for aiding in their accomplishment than the young chiefs in each tribe who have evidently all the authority needed, assisted by the Agent, to work a change.

The whiskey sellers are numerous; they reap a rich harvest out of their poor deluded brethren; and those latter complain most bitterly that the white man should be allowed to throw such a temptation in their way, and rob them of their furs and money.

The Missionary Establishment, under the Rev. A. Hall, is now located at Alert Bay, it being considered by him more central and better adapted for communication with the tribes of the Kwah-kewlth family. Here a substantial house has been erected, also a schoolroom, the latter serving on Sundays for Divine Service. The dwelling house affords ample accommodation for a number of young native females whom Mrs. Hall is striving hard to train up in a better mode of life.

The day and evening school under Mr. Hall is at times largely attended. The patience and energy of the Rev. Pastor and his wife are deserving of a far better reward than they have yet obtained.

During the past year the Alert Bay Canning Co. have afforded much employment to the Indian population, who are thereby induced to remain more at home. The Company contemplate enlarging their works, we may therefore reasonably hope, from the increased quantity of labor which will be necessarily required, that the natives will, in future, keep away from the haunts of vice at Victoria and Burrard Inlet. The latter of these places bears the reputation of supplying almost the entire quantity of liquors transported to the north-west coast by the Aborigines.

I have only, in conclusion, to add that all the tribes of the southern part of the Agency have yet to be visited.

A separate letter on this subject I have respectfully addressed to you this day

I have the honor to be, Sir,

Your obedient servant,

GEO. BLENKINSOP,

Agent.

I. W. Powell, Esq.,

Indian Superintendent.

GENERAL REPORT OF THE OKANAGAN AGENCY.

INDIAN OFFICE, NICOLA, 19th Oct., 1881.

SIR,—I have the honor to submit herewith my first General Report upon the progress and condition of the Indians in the Okanagan Agency since my appointment, some four months ago.

To acquaint you with the difficulties with which I have to contend in this Agency, it will be necessary to draw your attention to several important matters that have been made known to me during my official visits to the several tribes in my Agency.

I have succeeded in convincing them of many erroneous ideas, and thus gained their confidence, which it is necessary to do first in all cases when dealing with these superstitious natives. I have visited the entire Agency twice, first in June and again in August and September. I have examined nearly every piece of land surveyed as an Indian reserve, with a view to ascertain the most suitable for agricultural and other pursuits. Many sections of land that have been given the Indians are not occupied either for farming, fishing or other purposes. The apparent laxity with which some of the tribes are affected I hope to overcome in time, and persuade them to adopt a more civilized habit of earning a livelihood.

Throughout the whole Agency I see a growing necessity for an equal distribution of the farming lands. This will require much study to accomplish in a satisfactory manner. If it is the desire of the Department that this should be done, it will be unquestionably necessary for greater power being given the Agent. In many cases one Indian has now under fence five times the amount he can possibly be allowed; certain power must be given the Agent by which he can compel such Indians to surrender that portion allotted to another. It may be well to mention here that many of the reserves have not five acres of land that can be cultivated for each adult. I beg to urge the necessity of proper steps being taken by the Department to secure for each Indian his or her lawful right in regard to the land. This, in my humble opinion, can only be done by a special Act.

The progress the Indians have made without an instructor in this Agency argues much for their future welfare.

They have made rapid progress during the last five years in agricultural pursuits. The amount of grain harvested this year in portions of my Agency will be sufficient to keep them from want. The improvements on most of the reserves, though of little value, show there is sufficient material to make substantial buildings, and abundance of mechanical skill to develope with proper encouragement and instruction. The general condition of the Indians throughout this Agency is gradually improving. In the past much suffering has been endured, but this is principally caused by the neglect to provide food for the winter, and, in consequence, either starving or having to endure the keen frosts of a northern climate to procure food, and insufficiently clothed.

I have carefully inquired of all the different tribes whether they have a good supply of provision for the winter, and have invariably received a reply in the affirmative. Those in the most southern part cannot catch salmon in the Okanagan or Simalkameen Rivers, and have to purchase from more fortunate ones on the Fraser and Thomson Rivers

The mortality among the Indians under my supervision. so far as I have been able to ascertain, is not on the increase.

It would be a great boon to the Indians if a good physician could make a visit among them, as there are a number suffering from diseases of rather long standing.

They have made numerous applications to me for medicine during the summer, but as I had none to give them I could not meet their requests; the supply that has been furnished will, I trust, however, remove any further cause for complaint.

A new supply of medicines should be furnished the Roman Catholic Mission at Okanagan. It has been customary to keep a quantity there but I was informed by Father Richards that all tde medicines had been dispensed except some castor oil.

The Indians have made a similar request, and assure me that much relief has been rendered by the efficient manner in which aid has been given them.

Douglas Lake.

The reserves occupied by Chief Chilliheiteza's Indians are admirably located for their use and benefit; they have frequently expressed their high appreciation of the Government's liberality in providing for their present and future wants. There are nine different reserves consisting of 31,479 acres, located throughout the Upper Nicola. Considering the advantages enjoyed by this band they have not made the progress naturally expected of them by the Department. The cause lies principally in the fact that those who are able to work find plenty of employment among the whites, which is more remunerative. This will gradually effect its own change as they are evincing a desire to live independently, and, as I have pointed out, the only course open for them is to commence farming for themselves. The amount of land adapted to agricultural pursuits is by no means in excess of the requirements, were all to engage in farming. I regret to say that to the avaricious nature of the chief of this band can be traced the cause of much of the laxity that exists.

He entertained the idea that all the land allotted was his, and disposed of it to his favorites only Thus, only a few have been allowed to cultivate land. The partiality shown by the chief has caused considerable discontent, and in consequence he has lost nearly all his former control. To establish peace and order I have recommended that it was advisable to elect a council according to the requirement of the Indian Act.

Lower Nicola.

The reserves located in this part of the valley are for the most part of little value; in fact I consider them entirely inadequate to the wants of the large band that occupies them. The small quantity of land at all suitable for farming is of a very light subsoil, and will require high cultivation to ever yield a fair crop. This band I have given great attention to, and urged that they sow winter wheat; but as they had no seed, and as I had no authority to purchase it for them, it must go for another year. There is a large number of respectable houses on the reserve.

The Indians complain seriously about the inferior quality of the land, but I hope to introduce another system of cultivating, that will have the effect of quieting them and yielding a bountiful harvest.

There is about twenty tons of hay cut and stacked. The potato crop is not worth mentioning. It will be necessary in the spring to purchase seed potatoes for these Indians; at the time of planting they will be too poor to buy, and a change of seed is imperative.

Similkameen.

About 20 miles from Princeton a large number of Indians are located on what is known as "Baptiste" reserve. This was laid out by Mr. O'Reilly some years ago, and is the best that could be selected from the inferior land in this section. In-cow-a-masket is chief of this band, and their industrious habits bids fair to rival any in the Agency. There was over one hundred acres of wheat and oats harvested in excellent condition. They request that their land be divided up in individual holdings. They are anxiously waiting the Indian Commissioner to settle the land question. Want a school.

Keremeoes.

There is over 75 acres in grain and vegetables on this reserve, and all was housed in good order. Very industrious Indians. No allotment made here by the Reserve Commission. They have no improvements except a fence about two miles in length;

but promise to build a church, council hall, and other buildings when their land is formally surveyed and maps given them of their reserves.

Nau-hum-ah-aheen.

This reserve is named after the chief, and runs direct to the forty-ninth parallel —extending in a north-westerly direction along the Similkameen River. Considerable grain was grown on this reserve, but as it is thickly timbered I may not have all the grain that had been stacked; however, I should judge that there was at least fifty acres under crop, and harvested in good order. The land question is not settled here. I assured them that the Government would adjust their claims at an early day.

Osoyoos.

This reserve was visited twice, and, although the amount of agricultural land is limited, it is gratifying to know that such as is suitable for farming is of excellent quality. About fifty acres in crop, and gathered in proper season, will doubtless yield a good quantity of superior quality. Allotments were made here and subsequently purchased by a resident of Osoyoos, consequently it will be necessary for the Commissioners to visit this locality. This band I found suffering much from pneumonia; most of the young Indians are either helpless or unfit for hard work.

Penticton.

Here is to be found one of the best kept reserves in the Okanagan Agency. The Indians take pride in having everything in order. Large quantities of hay has been stacked and securely fenced on the reserve, every preparation being made for winter. The grain crop was fair, considerable difficulty was experienced in getting it housed in good condition. There are a large number of substantial buildings here. Evidence is to be found that where Indians are not surrounded by mischievous whites that they will progress more rapidly. This reserve has to be surveyed, and it is hoped that every effort will be put forth to have this done as early as possible. The Indians are very desirous that a school should be started there, and I certainly consider it highly necessary.

Head of Lake Okanagan.

This beautiful reserve, for such I may term it, presented, when I last visited the Indians there, one of the most interesting views throughout the Okanagan Valley. A very large area of land is cultivated by this band; a large quantity of hay was stacked in different places on the reserve. There is no dearth of agricultural land in this section, and the energy with which the band learn to work shows how well they appreciate the final settlement of the land question. This year they built a council-house of prepossessing appearance.

Some difference existed here between the chief and another aspiring to that position, which caused me trouble, but was at last settled amicably. A school should be started here in the spring. The Indians cannot understand why Kamloops should have one and they none.

Spallumsheen.

This reserve consists of 9,553 acres, with an ample quantity of farming land of good quality. This band has some very industrious members, as shown from the fact that they had upwards of 100 acres in grain and vegetables. Unfortunately, the wet season in Spallumsheen has caused considerable loss to the Indians, otherwise they would have had a large quantity to dispose of.

They urgently request that a school be established on their reserve. According to the latest census returns there are over 1,300 Indians in the Agency, and as a

natural consequence there must be a large number entirely destitute. A few blankets and other clothes should be distributed among them in October or November to prevent extreme suffering in winter. Some of the chiefs have asked for uniforms and flags.

The Roman Catholic mission at Okanagan has accomplished much in their efforts to civilize the Indians; I cannot speak too highly of their life-long sacrifice in trying to elevate the morals of the people under its charge.

In conclusion, I am pleased to assure you that for the short time I have had supervision over the Indians of this Agency, they have made gratifying progress.

I have the honor to be, Sir,

Your most obedient servant,

A. G. HOWSE,

Indian Agent.

INDIAN RESERVE COMMISSION,
YALE, B. C., 14th May, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report, for your information, that it has been intimated to me by the Hon. the Chief Commissioner of Lands and Works, and Dr. Powell, by letter dated the 4th May, that the most desirable points to be visited by me, as Reserve Commissioner for the purpose of assigning lands for the use of the Indians, are, on the Frazer River, Semiahmo, Kaitze, Harrison River and Yale, in the interior; Williams Lake, Soda Creek, Quesnelle, Bonaparte, Cache Creek, Lytton, Lillooet, the Portages and Douglas, on the Southern boundary; Similkameen and Osooyoos, on the North-west coast; Bella Bella, Skeena, Metlakathla, Fort Simpson and the Nass, and on the West coast Barclay Sound.

I therefore at once proceeded to the mouth of Harrison River "Scowlitz," and had no difficulty in alloting to that tribe, with the full concurrence of Captain John and his people, a plot of land sufficient for all their purposes.

I enclose herewith a description of the land so allotted, with a rough plan tached, and have forwarded copies to the Chief Commissioner of Lands and Works, and Dr. Powell, respectively, as directed in your letter of the 22nd March last.

The Indians who live on this reserve, being part of a tribe, number only about 38; the other and larger part of the tribe, who live about six miles distant, at "Chehalis," I have not yet dealt with, as some of them were absent. I consequently intend to deal with them at another time.

The "Scowlitz" Indians are as a rule industrious and well behaved; they make their living by fishing and hunting, and by working on the river steamboats, and on farms belonging to white settlers. They have recently manifested a desire to cultivate their own lands and to acquire stock.

I wish to state that when you gave me an advance at Ottawa to provide an outfit for the Commission, I was under the impression that there was a considerable amount of camp equipage, stores, &c., remaining from the late Commission, but I found on my arrival at Victoria that all had been disposed of at auction, and the only Government property handed over to me consisted of three tents, two of which are almost useless.

With regard to the horses, I learn that there are but two, and that the saddles, bridles, &c., are for the most part unserviceable.

I am therefore endeavoring to hire saddle and pack horses, but owing to the increased demand for this kind of labor, consequent on railway construction, the rate demanded is higher than in former years.

I am now engaged in the adjustment of the Indian lands at and near Yale, the head of navigation on the Fraser River, on completing which, and having arranged for the transport of my party, I intend to proceed to Williams Lake, with the view of carrying out the programme set forth in the first part of this letter, though I fear it will be impossible to visit all the places above named during this season.

Scowlitz Reserve.

Junction of Harrison River with the Fraser River.

The old reserve of 330 acres is hereby confirmed, with an addition of 305 acres, described as follows:

From the north-west corner post of the present reserve, along the left bank of the Harrison river in a north-westerly direction, a distance of sixteen chains; thence due north forty chains; thence due east to Harrison slough, about seventy chains; thence along the Harrison slough in a south-easterly direction, to the north-east corner of the present reserve; and thence along the northern boundary of the present reserve to the point of commencement.

Burial Ground, Scowlitz, about thirty acres.

From a post marked Indian Reserve, on the right bank of the Harrison River, immediately opposite to the Indian village, and bearing S. 34°, 30′ W. from the western boundary of the old reserve due west ten chains; thence due south twenty chains; thence due east to the Harrison River; and thence up the right bank of the said river to the point of commencement.

I have the honor to be, Sir,
Your most obedient servant,
P. O. REILLY,
Indian Reserve Commission.

INDIAN RESERVE COMMISSION,
YALE, B.C., May 23rd, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report, for your information, that I have completed the adjustment of four Reserves at Yale, to which my attention was directed by Dr. Powell as having been left unfinished by the late Commissioner, Mr. Sproat. Some seven or eight allotments of land for these Indians had previously been decided on by Mr. Sproat, of which, I presume, you have been duly informed.

The land with which I have dealt is light and sandy in character, mostly covered with fir-trees of large growth, but, when cleared, well-suited for the cultivation of vegetables and cereals of all kinds.

There being fortunately no registered claimants for water in the neighborhood of these reserves, I have been able to set apart a sufficient quantity in each case.

The Yale Indians have claimed as a reserve for a number of years Blocks III. and VIII., situated east of Yale street, in the town of Yale, upon which their village is built.

On the Official map of the town, dated 1858, it is marked as Indian Reserve, though I have been unable to find any record of it having been previously set apart for that purpose.

These blocks I have now allotted to the Indians, together with Suburban Lots 1 and 2 on the opposite and east side of Yale Creek, which the Indians have also cultivated and occupied for many years.

The total population of this tribe is 143, the chief of whom is "Le-cut-tum."

I am, Sir,
Your most obedient servant,
P. O'REILLY,
Indian Reserve Commissioner.

Qûa tark Reserve.

A reserve containing about twenty-eight acres, on the left bank of the Fraser River, about three miles below Yale, and opposite the Indian Reserve on Albert flat.

Commencing at a cottonwood tree, marked Indian Reserve, on the left bank of the Fraser river, due east ten chains; thence north twenty chains; thence due west to the bank of the river; and thence down the river to the point of commencement.

Twenty inches of water is also reserved, to be taken from "Qûa-tark" creek for the use of the Indians.

Yale Town Reserve.

The old reserve, Blocks Three and Eight, in the town of Yale, is hereby confirmed, and in addition Suburban Lots One and Two, situated immediately east of Yale Creek, and adjoining the old reserve, containing in all about fifteen acres.

Also, the right to twenty inches of water, to be taken from Yale Creek for irrigation or other purposes.

Sqûe-dh Reserve.

A reserve containing about forty acres on the left bank of the Fraser River, about four miles below Yale.

Commencing at a post marked W. R. B. and Indian reserve (the south-west corner of W. R. Belcher's unsurveyed claim), due north forty chains, which will be the south-west corner of the "Sqûe-áh" reserve; thence along the left bank of the Fraser River thirty chains due north; thence ten chains due east; thence thirty chains due south, and thence due west to the south-west corner of the reserve as mentioned above.

Twenty-five inches of water are reserved for Indian use from "Sqûe-áh" Creek.

Kây-kaip Reserve.

A reserve containing about thirty acres on the left bank of Fraser River, four and three-quarter miles below Yale.

Commencing at a post marked W. R. B. and Indian reserve (the south-west corner of W. R. Belcher's unsurveyed claim), ten chains due east; thence due south thirty chains; thence due west to the bank of the Fraser River; and thence along the river in a northerly direction to the point of commencement.

Twenty inches of water are also reserved from "Kây-kaip" Creek for the use of the Indians.

P. O'REILLY,
Indian Reserve Commissioner.

VICTORIA, B. C.,
22nd September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to state for your information, that having completed the adjustment of the Indian reserves at Yale, I proceeded to Williams Lake, where I arrived on the 6th June, and was well received by the Chief William and a number of his people.

The chief in a long speech expressed his gratification at the late action of the Dominion Government, but complained bitterly of the delay that has taken place in the adjustment of their land, during the whole of which the whites have been permitted to possess themselves of what should properly belong to his people.

I explained to him, in the presence of his tribe, the desire of the Dominion Government to see them possessed of all the land necessary for agricultural and pastoral purposes, as instanced by the purchase of the farms now about to be handed over to them.

Having spent several days in examining the lands in the neighborhood, I subsequently handed over to them that portion of the Bates' Estate, namely, the "sugar cane," the "Meason" and the "Young pre-emption," embracing 1,464 acres as purchased by the Dominion Government, together with adjoining public lands to the extent of 2,636 acres, making in the aggregate about 4,100 acres.

Of this, however, some 500 acres are worthless, being a rough mountain top, partly covered with scrub fir fit only for firewood.

As shown on the sketch, this reserve includes the exclusive right of two streams, which, in dry seasons, I am told, will barely suffice for the purpose of irrigation.

I also laid out two additional plots of land, about 280 acres as hay reserves, situated on the mountain, where the Indians have for many years past been in the habit of obtaining winter feed for their animals.

The former of these marked No. 2 on the plan enclosed herewith, is of further and especial value, inasmuch as the centre of it contains a lake from which they draw their supply of water, which they have retained on the mountain side by a succession of dams.

These several plots were selected in the presence of the chief, and most of the tribe, since when he has again ridden over it with me, and has expressed himself satisfied, and thankful that their land question is now settled, and that he may be under no further apprehension of being interfered with.

Since last spring when these people were informally put in possession, they have manifested every desire to take advantage of the opportunities afforded them, and have already about 100 acres under crop, consisting of barley, wheat, potatoes and turnips; they have also, unaided, constructed a ditch of about three-quarters of a mile in length for the purpose of irrigation, which is very creditably engineered.

Collectively and individually, these Indians have expressed themselves satisfied with the arrangements made for them, but I must state that I am by no means sure that the cultivable portions will eventually prove sufficient for their requirements.

The soil is for the most part light, and will not stand constant tilling without rest, which it is not likely to receive at the hands of the present occupants.

As shewn on the annexed plan, their fisheries at the foot of Williams Lake, at mouth of San Jose river, (sometimes known as Williams Lake Creek), and at Chimney Creek, have been reserved, with a sufficient acreage in each case to supply all their requirements, such as horse feed, drying grounds, &c.

West of their present reserve, at a distance of ten miles, is the farm purchased by Mr. Pinchbeck, from the Provincial Government, and which at one time was occupied by the Indians, as is evident by the remains of a number of old winter houses.

On this farm, and within its enclosures, I have at the request of the Chief marked off no less than seven burial grounds.

Though not a matter of Indian reserve, I think it advisable to state that a member of this tribe named "Jim Soulest" is, by special permission of the Governor (dated 20th July, 1868, under clause 1, Land Ordinance, 1866) in possession of 160 acres of land, situated on the north bank o Williams Lake, about six miles from the Reserve, a record of which was made at Clinton on the 30th July, 1868.

This Indian claims the land for his individual use; he has been in permanent occupation, and has fenced and otherwise improved it.

I enclose herewith rough plans of the reserves, with copies of the Minutes of Decision in each case.

The chief of this tribe is named William, the total population number 147, and they possess 211 horses and 30 cattle.

I have the honor to be, Sir,
Your most obedient servant,
P. O'REILLY,
Indian Reserve Commissioner.

WILLIAMS LAKE INDIANS.

No. 2.

A reserve of 120 acres to include the Lake from whence the Indians get their water for irrigation, commencing at a cottonwood tree marked Indian reserve, near the dam across the outletof the Lake, and running due north forty chains; thence due west thirty chains; thence due south forty chains, and thence due east thirty chains to place of commencement.

The whole of the water flowing from this Lake is also reserved for the use of the Indians.

No. 3.

A reserve of 160 acres situated about eight chains west of the 154th mile post on the Cariboo waggon road, commencing at a post marked Indian reserve, and running due east ten chains; thence due north twenty chains; thence due west thirty chains; thence due south seventy chains; thence due east twenty chains, and thence due north fifty chains to point of commencement.

No. 4.

A fishing station of ten acres at the mouth of the San Jose or Williams Lake Creek, commencing at its confluence with the Fraser River, and running up the left bank of the river six chains; thence due east ten chains; thence due south ten chains, thence due west ten chains to the Fraser River, and thence up the bank of the river to point of commencement.

No. 5.

A fishing station of forty-six acres at the mouth of Chimney Creek, commencing at the north-west corner post of Lot Eleven, Group Four, Lillooet District, due north thirty chains; thence due west to the Fraser River a distance of about thirteen chains; thence down the left bank of the river forty chains; thence due east to a point ten chains due south of the starting point, and thence due north ten chains to place of commencement.

No. 6.

A fishing station at the foot of Williams Lake containing four acres, a portion of which has been enclosed by Mr. Pinchbeck, commencing at a willow at the edge of Lake, blazed, and marked Indian Reserve, due north three chains; thence due east ten chains; thence due south five chains ten links to the edge of Lake, and thence along the Lake shore in a westerly direction to the point of commencement.

No. 7.

A graveyard on the right bank of Chimney Creek, and distant from it seventy links, and about 200 yards south of Mr. Isnardy's house, marked by four stakes, commencing at the south-west corner and running north 35 east magnetic for 2·75 links, thence south 55 east fifty links, thence south 35 west 275 links, and thence north 55 west fifty links to point of commencement.

No. 8.

A graveyard on Mr. Pinchbeck's land south of the road from William's Lake to Soda Creek, and marked by three stakes, commencing at the south-west corner stake, due north fifty links; thence due east fifty links; thence due south fifty links, to a blazed fir tree marked Indian grave; and thence due west fifty links to the point of commencement.

No. 9.

A graveyard about fifty links outside Mr. Pinchbeck's fence, south of the road, and marked by four stakes, commencing at the south-west corner stake due north forty links; thence due east forty links; thence due south forty links, and thence due west forty links to place of commencement.

No. 10.

A graveyard in a field of Mr. Pinchbeck's, to the south of the road, and marked by four stakes, commencing at the south-west corner and running due north ten links; thence due east ten links; thence due south ten links; and thence due west ten links to point of commencement.

No. 11.

A graveyard on Mr. Pinchbeck's land on the south of the road, and about seven chains north of and parallel to the San Jose River, and marked by four corner stakes, commencing at the south-west corner and running N. 20 E, magnetic fifty links; thence S. 70 E. three chains; thence S. 20 W. fifty links; and thence N. 70 W. three chains to place of commencement.

No. 12.

A graveyard near Mr. Pinchbeck's house, and north of the road from William's Lake to Soda Creek, marked by four corner stakes, commencing at the south-west corner stake, and running due north forty links; thence due east forty links; thence due south forty links, and thence due west forty links to point of commencement.

No. 13.

A graveyard in a field belonging to Mr. Pinchbeck, and north of the road from William's Lake to Soda Creek, marked by four corner stakes, commencing at the south-west corner stake, and running due north thirty links; thence due east thirty links; thence due south thirty links, and thence due west thirty links to point of commencement.

No. 14.

A graveyard near the outlet of William's Lake, and between Mr. Pinchbeck's buildings, commencing at the south-west corner stake, due north twenty-five links; thence due east fifteen links; thence due south twenty-five links, and thence due west fifteen links to point of commencement.

P. O'REILLY,
Indian Reserve Commissioner.

WILLIAM'S LAKE,
16th June, 1881.

VICTORIA, B.C., 22nd September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report, that having arrived at Soda Creek, the next place in order after leaving Williams Lake, I was visited by the Chief "Com-moo-saltz" (Bernard) and his entire tribe, who gave me a hearty welcome.

The chief stated that he had been expecting the Commission to visit him for the past five years, and that he hoped I would now satisfy them by giving them good land. He said that he was sorry that the Queen had sold their land, and taken the money that had been received for it.

He then stated that he wanted for his people the tract of land extending from the mouth of Williams Lake Creek to seven miles above the steamboat landing, a distance of about twenty-two miles, and extending back from the river seven miles, including the farms of Messrs. Hawks, Collins, Dunlevy and Pinchbeck, and also the town site of Soda Creek.

I explained to him fully that the Queen had not sold the land, nor had she taken the money, that this had been expended in the construction of roads, &c., in their immediate neighborhood for their benefit, in common with that of their white neighbors. That the Government were most anxious to see their condition improved in every way, and to provide them with sufficient land so far as practicable, to enable them to live as white people.

I also explained that it was not in my power to interfere with any land that had been disposed of by the Local Government, but that any unoccupied land in the neighborhood I was ready to visit with him, and if found suitable, to reserve it for the use of his people.

He then accompanied me to his reserve, and subsequently rode over the adjacent country for miles, during which he, several times, repeated his request that the land above referred to, should be given to him.

On my return to camp I informed him that the Deep Creek farm, for which the Dominion Government had paid a large sum, comprising 1,880 acres would be given to them, to which he replied that he knew the Deep Creek farm, that it was of no use to them for agricultural purposes, as they could not grow either wheat or potatoes on it, and that unless he got all he asked for, he would not accept any.

I then repeated to him that it was not in my power to comply with his request, and remonstrated with him on the unreasonableness of his demand. I reminded him that I had already been four days in communication with him, that I must leave at noon the following day, and should he in the meantime change his mind, and become more reasonable, I would be prepared to at once put them in possession of the Deep Creek farm.

He reiterated what he had previously said, and left, since which time I have not seen him.

I spent four days in the neighborhood and thoroughly examined the country in every direction without finding any land suitable for them, and in this opinion I am confirmed by the information I received from the settlers residing there.

I had a rough survey made of the present reserve, a tracing of which I enclose; it contains about 1,125 acres, and it is difficult to conceive anything less suitable for the purpose, it being situated on a steep hill side, and containing barely forty-five acres available for agricultural purposes. This they have endeavored to cultivate though there is only one small spring of water, which, after supplying domestic requirements, leaves very little for irrigating purposes.

Deep Creek farm, which is a portion of the Bates estate purchased by the Dominion Government, is situated 14 miles from Soda Creek, on the waggon road; though an excellent range for cattle and horses, and a portion of it well adapted for the culture of oats and barley, it is not capable of producing wheat, a cereal especially valued by the Indians.

A sketch of this farm is enclosed herewith.

Assuming that this, the Deep Creek farm, be handed over to the Soda Creek Indians, there will still remain of the Bates estate, purchased by the Dominion Government, the hay land, known as Carpenter's Ranch, containing 160 acres, situated twenty miles from Soda Creek, too far to be of use to that tribe, and as the Williams Lake Indians are sufficiently supplied in this respect, I would suggest that this farm be sold or leased; hay being a scarce commodity in this neighborhood, there will, I think, be little difficulty in disposing of it.

As I have already stated, there are no unsold public lands from which to increase the present reserve; there are but three farms in the neighborhood, viz: those of Messrs. Hawkes, Collins and Dunlevy, and these comprise every acre suitable for farming purposes. I am led to believe that any of these gentlemen would not be unwilling to sell, though I fancy large prices would be expected, as the farms in question are well fenced and considerable expense has been incurred in bringing in water for irrigation.

I did not report this circumstance immediately, as I was informed that the chief would change his mind, and I thought it not unlikely that I should see him on my return from Quesnelle, he was, however, then absent at Kamloops, it was said, to consult with the Chief Louis, who is credited with having instigated Bernard to make unreasonable demands.

I subsequently received a note from the Rev. Father McGuckin, a copy of which I enclose, and since then I learned from settlers in the neighborhood, that all the Indians, the chief and his brother excepted, are anxious to have the Deep Creek farm, but wish me to represent that even then, they would not have sufficient land for agricultural purposes. This I have no hesitation in doing, but what is required cannot be provided for them from the unsold land of the Province.

I have omitted to state that I have made a special reserve of their fishing station on the banks of the Fraser, in front of their old reserve. The population of this tribe is, men, 21; women, 23; children, 34—78. Horses, 122; cattle. 33—155.

I have the honor to be, Sir,

Your most obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

St. Joseph's Mission,
Williams Lake, B.C., 13th July, 1881.

Dear Sir,—I had to go to Soda Creek on Sunday last, on a sick call, and there learned the exorbitant demand of the Indians. The chief was absent but I saw his brother Captain Charley, and Pierre, and had a long talk with them about the question of their reserve. The result was that they all consented to accept the Ranch of Mr. Dunlevy along with the Deep Creek Ranch, and what they already occupy for their reserve. The chief's brother promised to me that he would go on Monday to see the chief, who is 50 miles distant, to tell him what they had agreed to, and to request him to go to Alkali Lake to make known to you what he was willing to accept. Of course I am not certain that he will agree immediately to the arrangements, and therefore I embrace the first opportunity of letting you know what the rest agreed to.

I am most anxious that reserve question should be settled with the Soda Creek Chief, for he is the most influential of all the chiefs in this section, and at the same time the most desperate when excited by passion. All the Indians fear him, and would not dare to resist his orders

I have had several years experience of this fact. I am sure you admit that they have not land enough for cultivation, and taking all matters into consideration the Government should make an effort and sacrifice to satisfy them.

I am confident even if the chief does not visit you at present, that I shall be able to satisfy him if you will persuade the Government of the necessity of giving the land mentioned above:

The Soda Creek Indians in general are industrious, and good farm laborers, hence I am certain they will turn whatever land is given them to good account.

Trusting you will do all in your power to have the matter settled as soon as possible,

I have the honor to remain, dear Sir,

Yours very truly,

J. M. McGUCKIN,

O. M. I.

VICTORIA, B.C., September 26th, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs, Ottawa.

SIR,—I have the honor to forward herewith rough plans of the lands reserved by me for the use of the Alexandria Indians, situated near the 197th mile post on the Cariboo waggon road.

From statements made to me by the Indians, I have little doubt that the land marked out for their use on the east bank of Fraser River by Mr. Cox, formerly Assistant Commissioner of Lands and Works, has been considerably encroached upon, but, inasmuch as I have been unable to discover in any of the land offices a record of the land so alleged to have been reserved for them, and as it has since been alienated by the Local Government, it is out of my power to interfere. I, however, confirmed as a reserve the portion now occupied by the Indians of this tribe, containing about 2,0 acres, and have also assigned for their use some 300 acres adjoining.

As there is no water flowing naturally through this reserve, and as the Indians expressed a desire to that effect, I have set apart the unappropriated water of the Four Mile Creek, though I question their ability to utilize it, for an expensive ditch of at least four miles in length would be necessary. A doubt as to the success of this work exists in my mind, and when the Engineer and party visit the neighborhood, a survey should be made by them for the guidance of the Indians in this matter, and thus prevent the disappointment which would result should their undertaking prove fruitless.

I have further reserved 60 acres of swamp hay land, known as the Indian Hay Ranch, situated on the mountain, about 3½ miles east from Mr. McInnis' house, near the 196 mile post. Also a small lake situated on the mountain, near the north-east corner of the Reserve, which may with little cost be made available for irrigation during part of the season.

A portion of this tribe reside on the west bank of the river, opposite to the land above referred to, and near the old buildings of the Hudson Bay Company, who, till of late years, maintained a trading-post at this place.

I have made a further reservation here of 1,200 acres, including a number of small fields, at present under cultivation, to embrace which it became necessary to include an area larger than required and worthless, except that it affords an ample supply of firewood. This reserve comprises about 150 acres of good land with a clay subsoil, which may be brought under cultivation with little labor.

Though not furnished with an abundant supply of water, a sufficient quantity can, with economy, be obtained from springs and from a small creek near the northern limit of the reserve, the unappropriated water of which has been set aside for the purpose.

The Indians of this tribe expressed themselves satisfied with the lands allotted to them. With few exceptions they have not in the past shown much aptitude for farming, but appeared desirous of securing land that would enable them to do so in the future.

They have an excellent fishing station, which has been included in the reserve.

They devote a good deal of time to hunting, and mining for gold on the banks of the river.

The chief of this tribe is named Sam; the total population is 65. They possess 54 horses and 30 cattle.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

Alexandria, B.C., July 4th, 1881.

ALEXANDRIA INDIANS.

No. 1.

A reserve containing 540 acres approximately, situated on the left bank of Fraser River, at the 197 mile post on the Cariboo waggon road.

Commencing at a fir tree marked Indian Reserve, being the north-western corner of the reserve, and running thence due east 16 chains 60 links to the corner of Mr. Livingstone's fence; thence due south 40 chains; thence due east 40 chains; thence due north 40 chains; thence due east 30 chains; thence due south an approximate distance of 70 chains to a point due east of a post, the boundary between Mr. McInnis and the Indian Reserve; thence due west to said post; and thence up the left bank of the Fraser River to the point of commencement.

The water from a lake shown on the plan is also reserved, and the unappropriated water of "4 mile creek."

No. 2.

Also a reserve containing 60 acres about 3½ miles east of Alexandria, and known as the "Indian Hay Ranch."

Commencing at a fir tree marked Indian Reserve, due east 30 chains; thence due south 20 chains; thence due west 30 chains, and thence due north 20 chains to point of commencement.

No. 3.

A reserve containing about 1,200 acres, situate on the right bank of Fraser River, adjoining the Hudson Bay Company's property.

Commencing at a stump at the south-eastern corner of the Hudson Bay Company's claim, and running thence due west an approximate distance of 8 chains to the south-west corner of the said claim, which will also be the south-east corner of the Indian Reserve, thence due west an approximate distance of 42 chains; thence due north 120 chains; thence due west 30 chains; thence due north 80 chains; thence due east 30 chains; thence due south 40 chains; thence due east to the Fraser River, an approximate distance of 42 chains; thence down the right bank of the said river, to the north-eastern boundary of the Hudson Bay Company's claim, and thence along the said boundary to the south-eastern corner of the Indian Reserve as before mentioned.

The unrecorded water of the creek at the north-western corner of the reserve is allotted for the use of the Indians.

No. 4.

Also the exclusive right of fishing on the west bank of Fraser River, commencing at the north-east corner of the Hudson Bay Company's claim, and extending up stream, an approximate distance of 125 chains to the north-east corner of the Indian Reserve.

Also a graveyard, situated on the Hudson Bay Company's land, as shewn on the plan.

P. O'REILLY,
Indian Reserve Commissioner.

VICTORIA, B. C., 26th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to acquaint you that since the month of May, when I completed the laying out of the reserves at Yale, of which I informed you at the time, I have visited and carefully examined the entire district of country between Quesnelle and Lytton, following the Fraser River route, including the sections of Clinton, the Buonapart, the Thompson, the tribes at Ashcroft, and Oregon Jack's; and from Lytton to Lillooet, and from Lillooet *via* the portages to Douglas.

From this point I sent my camp equipage back to Lillooet with instructions to proceed to Similkameen, on the southern boundary. From Douglas, accompanied by Mr. Green, I came to Victoria with the intention of despatching reports of my progress during the past three months, or as many of them as time would permit of, and rejoining my camp at the Similkameen by the time it could reach that point.

On my arrival here, I was informed by Dr. Powell that several parties, attracted by the prospect of establishing fisheries on the Naas and Skeena Rivers, have made application to the Local Government to purchase land in the neighborhood of the several Indian fishing grounds and villages there. Deeming it of importance to visit these localities without delay, especially as there does not appear to be any very immediate necessity for proceeding to the Similkameen, I have decided to go to the Naas by the first opportunity, and prevent, if possible, complications which under the above-mentioned circumstances might arise. I am aware that it is late in the season to visit the north coast, but as the laying out of these reserves appears to be a matter of necessity, I trust you may approve of my action in this matter. Mr. Duncan of Metlahcatlah, who is now here, has urged upon me the importance of my visiting the localities I have named without loss of time, and for the reasons before stated, I do not expect to be able to remain in the field for more than one month, as the winter is early on that coast, but I shall endeavour, if possible, to lay out the reserves at Fort Simpson and Metlahcatlah, they being situated between the rivers of Naas and Skeena.

I propose to leave for the Naas in the Hudson Bay Company's steamer "Otter," which sails to-morrow from this port.

There being no regular postal communication from the north coast, I shall be unable to forward my accounts, &c., until my return to Victoria.

I have the honor to be, Sir,
Your obedient servant,
P. O'REILLY,
Indian Reserve Commissioner.

QUESNELLE INDIAN RESERVE,
VICTORIA, B.C., 26th September, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to state for your information that the Quesnelle tribe of Indians which I visited on the 28th June, reside in a district (Cariboo) unadapted

to agricultural pursuits; they have supported themselves hitherto by fishing, hunting and mining; being now possessed of some horses and cattle they are most anxious to farm even in a small way. I allotted for their use the land upon which their village stands, some sixty acres, situated on the east bank of the Fraser River about two miles below the town of Quesnelle; also about 1,320 acres of mountain land adjoining, nearly all timbered, but still affording in places fairly good pasturage; parts of this tract may be cultivated without much labor, and oats and timothy hay produced in abundance. I have in this case made a further reservation of 235 acres, situated at a distance of two miles below the village, and consisting of a flat known as "Rich Bar." This piece of ground has been injured in many places by mining operations, but there remains about 120 fertile acres, at present lightly covered with small cottonwood trees, but capable of easy cultivation. At the head of this flat there is a small stream, the water formerly was brought through a ditch for mining purposes; this ditch will now become the property of the Indians, who can easily make it available for irrigation.

The principal fishery of this tribe is on the west bank of the Fraser, immediately opposite their village, where I have marked off as a reserve a narrow strip of land three-quarters of a mile in length, containing thirty-three acres.

The other fishery is situated at the outlet of a small lake about two miles east of the town of Quesnelle; this they especially prize as the source from whence they obtain their supply of white fish through the winter months.

The several burial grounds as pointed out by the chief have been defined and reserved; they are considerably scattered, some being within the town site of Quesnelle.

These Indians were especially pleased with the arrangements made for them in regard to their land, and expressed their thankfulness through their Chief "Baptiste."

The population number:—

Men	17
Women	17
Children	28
Total	62
Horses	19

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

A reserve situated at Rich Bar on the left bank of Fraser River, about four miles below the mouth of Quesnelle River, containing about 235 acres.

Commencing at a cottonwood tree, marked Indian Reserve, at the lower end of the flat, thirty yards south-west of an old mining cabin, and running thence due east ten chains; thence due north fifty chains; thence due west twenty chains; thence due north thirty chains; thence due west to the Fraser River (about fifteen chains); and thence down the bank of the river to the point of commencement.

Also, the right to inches of water from a lake at the head of the Rich Bar ditch, and to the whole of the water from a small stream at the north end of Rich Bar flat.

A fishery reserve on a small lake, situated about two miles east of Quesnelle town, and containing forty acres.

Commencing at a Cotton wood tree at the edge of the lake, about four chains south-east of its outlet, and running due west twenty chains; thence due north

twenty chains; thence due east twenty chains; and thence due south twenty chains to point of commencement.

A reserve for fishing purposes situated on the right bank of Fraser River, directly opposite the Indian Village, and containing about 33 acres.

Commencing at a post marked Indian Reserve on the right bank of Fraser River S. 14 W. magnetic from the Indian Village flagpole, and running due south to the northern boundary of the "Baker Ranch," an approximate distance of 20 chains; thence due east along the said boundary to the Fraser (about 45 chains), and thence up the bank of the Fraser to the point of commencement.

A reserve containing about 1,380 acres, situated on the left bank of the Fraser River, two miles below the mouth of Quesnelle River.

Commencing at a tree marked Indian Reserve on the left bank of the Fraser, at the northern extremity of the flat on which the Indian Village is built, and running due east 200 chains; thence due south 100 chains; thence due west 100 chains; thence due north 60 chains; thence due west to the Fraser River, an approximate distance of 55 chains, and thence following the left bank of the Fraser in a north-westerly direction to the place of commencement.

A grave in Quesnelle Town, between Front Street and the Fraser River, marked by four stakes.

Commencing at the southern stake, N. 33° W. magnetic, 20 links; thence N. 57° E., 20 links; thence S. 33° E., 20 links; and thence S. 57° W. to point of commencement.

A grave on lot 4, block 8, Quesnelle Town, marked by four stakes.

Commencing at the south-west corner stake and running N. 18° W. magnetic ten links; thence N. 72° E., fifteen links; thence S. 18° E., ten links; and thence S. 72° W., fifteen links to the point of commencement.

A grave in the middle of a field belonging to Mr. Danielson, on the left bank of Quesnelle River, marked by four stakes.

Commencing at the south-west corner stake and running due north, ten links; thence due east, ten links; thence due south, ten links; and thence due west, ten links, to the point of commencement.

A graveyard on the left bank of Fraser River, about a mile above the town, partly in a Chinaman's field, and marked by four stakes.

Commencing at the south-west corner and running N. 45° W. magnetic, 170 links; thence N. 66° E., 100 links; thence S. 45° E., 170 links; and thence S. 66° W., 100 links, to the point of commencement.

Victoria, B.C., 17th November, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

Sir,—In my letter of the 26th September, I acquainted you of my intention to visit the North-West coast, instead of proceeding as previously arranged to the Similkameen, and I have now the honor to inform you that I left here on the 28th of that month and accomplished the object I had in view, having secured to the Indians their fishing-grounds on the tidal waters of the Naas and Skeena Rivers. I further defined, for a distance of forty-five miles up the Naas, reserves as sites for villages and for agricultural purposes.

I was engaged in arranging the reserve for the "Tsimpsean Tribe" (Fort Simpson and Metlakatlah), when the steamer arrived by which I was compelled to return.

Detailed reports of my work during the summer on the mainland, and of my recent proceedings on the north coast, will be forwarded at an early date.

I have succeeded in renting two rooms as an office, at a charge of $17.50 per month, and am in treaty for the necessary furniture, stoves, chairs and tables, the

purchase of which I find will amount to but little more than I should be charged for the use of the same for four months.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

VICTORIA. B.C., 28th November, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to inform you that, on the 15th July last, I completed the allotment of lands for the tribe of Indians residing at Alkali Lake on the Fraser River.

This district of country is, for the most part, barren and destitute of water, consequently I experienced much difficulty in selecting even a limited quantity of land suitable for agricultural purposes.

The best locations have for years past been occupied by white settlers, to the exclusion of the Indians, and these parties have since obtained Crown grants from the Provincial Government, therefore it was not in my power to interfere with their titles.

The Indians of Alkali Lake possess 561 horses, besides 123 cattle and 69 sheep; their great desire was to obtain as much hay land as possible. To satisfy their just requirements it became necessary to make six separate reservations, amounting in all to about 3,310 acres, and this embraces all the good land in the neighborhood, not already alienated. (See enclosed rough plans.)

No. 1, on which the village stands, includes the original reservation of forty acres, as shown by the land records of the district, though the description of it is very imperfect and without date. This I have enlarged by the addition of 550 acres; it now includes a sufficient quantity of valuable timber, but only ninety acres available for agricultural purposes, which unfortunately cannot be increased, as the reserve is hemmed in on the north, east and south by mountains, and on the west by the farm of Mr. Bowie; he pre-empted in 1861, and has since obtained his Crown grant; his farm includes all the good land in the valley as far as Alkali Lake, and should never have been disposed of until the Indian claims were defined.

I have set aside 100 inches of water for this reserve, to be taken from Alkali Lake Creek.

No. 2 contains 800 acres, it is situated on the mountain, north east of the village; the north fork of Alkali Lake Creek runs through it, and it is valuable as a dairy farm, being principally covered with bunch grass. An effort has been made to cultivate sixty acres which have been fenced and irrigated by means of a ditch constructed by the Indians, but it is doubtful if farming can be carried on to advantage at this elevation.

No. 3 lies still further up the mountain on the same creek, and contains 180 acres; it is valuable as it is well watered and capable of producing a large quantity of swamp hay. The Indians for years past have been in the habit of wintering a portion of their stock here, and have built stabling and corrals.

No. 4 is situated on the middle fork of Alkali Lake Creek, about six miles east of the village, and contains 540 acres, embracing hay and grazing lands with a few acres of good timber. Here the Indians have endeavoured to cultivate on a small scale, but without success, the frost having destroyed the crop before it reached maturity; this reserve is also well watered.

No. 5 contains 200 acres, 75 of which is good swamp hay land, and this area may be considerably increased at a small outlay, by cutting away the beaver dams which at present obstruct the stream; the remainder is grassy land, thinly timbered with cottonwood and black pine.

A good stream of water flows the entire length of this reserve.

No. 6, known as Wycott's flat, is situated on the banks of Fraser River about 19 miles below Alkali Lake, and contains 1,000 acres. It is the favorite winter run for the horses belonging to the Indians, from the fact that the snow soon disappears from it and the land being much broken by deep ravines, affords shelter from the prevailing winds. Some 250 acres is good level land, and capable of being converted into a valuable farm, should it be found possible to bring in a supply of water, a work which the Indians are most anxious to undertake. With this object in view I have reserved the entire body of water known as "Harper's Lake," about 4½ miles east of the reserve, and at an altitude of at least 1,000 feet above the flat. When it is remembered that these Indians possess, as previously stated, less than 100 acres of cultivatable land, it will be seen how important it is to assist them in this undertaking; and I am of opinion that a survey should be made by a competent Engineer, and if found feasible, that the Government should further assist by furnishing the tools, a superintendent of the work, and possibly a sawyer, the Indians finding the labor. I have estimated that the whole work, including a small dam at the outlet of the lake, should be completed within two months at a cost to the Government of say $750 to $1,000.

These Indians appear to be industrious, and have shewn a desire to cultivate every possible acre of land. They have assured me that they will supply all the labor necessary to carry out the undertaking, and I think it would be more desirable to assist them in this way than by purchasing a farm for them.

Mr. W. Laing Meason, who resides in the immediate neighborhood, and takes very great interest in all matters affecting the Indians, stated to me that he had had very considerable experience in the construction of mining ditches, and that he would be willing to undertake the superintendence of this work; having lived for a long period in this part of the country he possesses a knowledge of the Indians, is respected by them, and would therefore be more likely to direct their labor successfully than a stranger.

I have also reserved for this tribe two important fisheries; one of about 3 acres, situated on the north shore of Lac la Hache, between the 122nd and 123rd mile posts on the Cariboo waggon road, and distant from their village about 50 miles. Here they obtain a supply of small fish, much valued by them. As I have been informed they have never ceased to use this fishery notwithstanding that as far back as April, 1873 the land was included in a pre-emption made by Thomas Roper, upon which he obtained a certificate of improvement in December, 1875. Subsequently Mr. Roper sold his interest to Mr. Felker, who at present claims to be the owner.

Mr. Felker was absent during my stay in this neighborhood, consequently I had no opportunity of seeing him; I am, however, led to believe that he will offer no objection to the land being set apart for the Indians; it possesses little or no value except as an Indian fishing station.

The salmon fishery on the left bank of Fraser River, which is one of great value, commences at the mouth of Chilcotin River, and extends down stream for a distance of four miles, terminating at the mouth of Little Dog Creek.

A burial-ground, situated on the farm of Mr. John Moore, about 5 miles from the Indian village, was at the request of the Indians marked off as a reserve.

The population of this tribe consists of 46 men, 45 women and 88 children—total, 179; of whom Philip is chief.

They are possessed of 561 horses, 123 cattle, 69 sheep and 15 pigs.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

ALKALI LAKE, 15th July, 1881.

ALKALI LAKE INDIANS.

No. 1.

A reserve of 590 acres situated on Alkali Lake Creek, adjoining the farm of Mr. H. Bowie.

Commencing at the eastern corner of Lot 6, Group 3, Lillooet District, and running due east thirteen chains sixty-three links; thence due north twenty chains; thence due east 100 chains; thence due south fifty chains; thence due west an approximate distance of 136 chains to a point due south of one of Mr. Bowie's boundary posts, as shewn on the plan annexed; thence due north to the said boundary post, and thence along Mr. Bowie's boundary in a north-easterly direction to the point of commencement.

One hundred inches of water are also reserved, to be taken from Alkali Lake Creek.

No. 2.

A reserve of 800 acres, situated on the trail between Alkali Lake and Williams Lake, about three miles from the Indian village.

Commencing at a post at the north-west corner of the reserve, and running thence due east 100 chains; thence due south eighty chains; thence due west 100 chains, and thence due north eighty chains to place of commencement.

The water of two small streams, from which the Indians obtain their water, is also reserved.

No. 3.

A reserve of 180 acres, situated on the north fork of Alkali Lake Creek, about five miles from the Indian village.

Commencing at a tree marked Indian Reserve, and running due north thirty chains; thence due east sixty chains; thence due south thirty chains, and thence sixty chains to point of commencement.

No. 4.

A reserve of 540 acres, situated on the middle fork of Alkali Lake Creek, about six miles east of the village.

Commencing at a tree marked Indian Reserve, and running due north twenty chains; thence due west ninety chains; thence due south sixty chains; thence due east ninety chains, and thence due north forty chains to place of commencement.

No. 5.

A reserve situated at the foot of a lake known as Alixton Lake, containing 200 acres, and about four miles east of the village.

Commencing at a cottonwood tree on the right bank of the outlet of the said lake, and running thence due north ten chains to a point marked A on plan; thence due east thirty chains; thence due south twenty chains; thence due west 100 chains; thence due north twenty chains, and thence due east to the point A before mentioned.

No. 6.

A reserve known as Wycott's flat, situated on the left bank of Fraser River, about 19 miles from Alkali Lake, and containing 1,000 acres approximately.

Commencing at a fir tree marked Indian Reserve, and running due east 30 chains; thence due south 80 chains; thence due east 10 chains; thence due south 50

chains; thence due east 10 chains; thence due south to the first ravine north of Harper's Lake Creek; thence down the centre of the said ravine in a westerly direction to the Fraser River, thence up the left bank of the said river to a point due west of the point of commencement; and thence due east to the starting point.

All the water flowing out of Harper's Lake is also reserved for the use of the Indians.

No. 7.

A fishery reserve situated on the north shore of Lac la Hache, between the 122nd and 123rd mile posts on the Cariboo waggon road, and containing about three acres.

Commencing at the mouth of a small creek emptying into the lake, and running up its right bank to the waggon road, an approximate distance of three chains; thence along the waggon road in a westerly direction 10 chains; thence due south to the lake, and thence along the bank of the said lake in an easterly direction to the place of commencement.

Also the exclusive right to fish on the left bank of the Fraser River, from the mouth of Chilcotin River to the mouth of "Little Dog Creek," an approximate distance of four miles.

A burial-ground situated one chain from the right bank of Alkali Lake Creek, about 350 yards north of Mr. John Moore's house, is reserved.

Commencing at a stake at the south-west corner, running due north 50 links; thence due east 40 links; thence due south 50 links, and thence due west 40 links to point of commencement.

P. O'REILLY,
Indian Reserve Commissioner.

Victoria, B.C., 2nd December, 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

Sir,—On the 19th July, I visited Dog Creek, situated on the east bank of the Fraser River, twenty-one miles south of Alkali Lake, and have now the honor to report, that I found the tribe resident there an unusually small one, numbering only twenty-four, in fact the remnant of a tribe almost exterminated by small-pox in 1864.

My remarks relating to the district of Alkali Lake apply equally to that of Dog Creek, and indeed to the entire range of country on the banks of the Fraser as far as Lillooet. The whole is arid, broken and barren, with but few exceptions, and as almost all these have been purchased from the Local Government in years gone by, there remains but very little land of value, to assign for the use of the Indians.

The old reserve, according to the record of the district, consisted of only thirty-three acres with village site thereon, and twenty acres of this having been cultivated for many years is much exhausted. This reserve I have increased by the addition of 300 acres, 100 acres of which, on the east, was claimed by a man named William Cargyle; he had occupied it for some years, had fenced and cropped a portion of it, but had failed to take the necessary steps to acquire a title. On my explaining to him that he was only a squatter, and that the land was required for the Indians, he at once expressed his willingness to give it up, stipulating only, that he should be paid by the Indians for his improvements, viz.: three houses, a ditch eighty rods in length, about 700 yards of fencing, and four and one-half acres cleared and under crop. I consulted with the Indians, who readily agreed to his proposition, if I would name the sum; this I objected to, and suggested that Mr. W. Laing Meason, J.P., should act as arbitrator, to which both Cargyle and the Indians agreed. Subsequently Mr. Meason examined the above described improvements, and estimated their value at $110, the standing crop to belong to Cargyle, the Indians accepted the

valuation, and agreed to pay the amount when the crop was removed. By this arrangement I have been enabled to enlarge the reserve in a continuous block, within which about 60 acres of fairly good low land can be brought under cultivation with little labor, and a plentiful supply of timber ensured. At the same time the Indians get good value for the money they have agreed to pay.

One hundred inches of the water of Dog Creek have been set aside for the use of this reserve.

At a distance of three miles farther up Dog Creek, and adjoining the pre-emption claim of Isidore Versepuche (better known as "Gaspard"), I have reserved 540 acres. Of this, 25 acres are good swamp hay land, a small portion is bunch grass, affording feed for horses, and the remainder steep hillsides, thickly timbered and of no value.

A third reserve of 20 acres has been allotted to this tribe, consisting of a narrow strip of swampy land on Dog Creek, one-half mile above the canon. Eight acres of this is good hay land, with some bunch grass on the hillsides; the Indians have been in the habit of cutting hay there for many years.

It being necessary to provide a winter run for animals, I reserved for that purpose the remainder of Wycott's flat, adjoining the reserve of the Alkali Lake Indians; this contains 400 acres and is worthless, except as affording shelter and rough feed for horses and cattle.

The fishery of these Indians, comprising both banks of the Fraser River, extends from the mouth of Harper's Lake Creek to the mouth of Dog Creek, a distance of one and a-half miles.

On the land of a Chinaman named "Ah Loo," being Lot 5, Group 6, as shown on the rough sketch enclosed, I marked off an old burial-ground.

The population of this tribe consists of 5 men, 8 women, 11 children—total, 24; of whom George is chief.

They are possessed of 120 horses, 46 cattle.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

DOG CREEK INDIANS.

No. 1.

A reserve of 330 acres, approximately situated on Dog Creek, about three miles from its mouth.

Commencing at a fir tree, the north-west boundary of Lot 4, Group 4, Lillooet District, and running thence south 28° 30' west magnetic a distance of six chains, 30 links, to the south-western corner of said lot; thence due south an approximate distance of forty-three chains to a point due east of a fir tree, the south-eastern corner of Lot 5, Group 6; thence to the said fir tree, an approximate distance of fifty-six chains; thence along the boundary of the said lot thirty-three chains twenty-five links to one of the corner posts of the said lot, as shown on plan; thence due north an approximate distance of thirty-seven chains to a point due west of the starting point, and thence due east to the place of commencement.

100 inches of water are reserved for the use of the Indians, to be taken from Dog Creek.

A graveyard, situated on Lot 5, Group 6, about twelve chains south-east of the north-west corner of the said lot, now the property of "Ah Soo."

Commencing at a stake at the south-west corner, running due north seventy-five links; thence due east seventy-five links; thence due south seventy-five links, and thence due west seventy-five links to the place of commencement.

No. 2.

A reserve of 540 acres, situated on Dog Creek, about three miles above the Indian village, and adjoining the eastern boundary of Mr. J. Versepuches' ("Gaspard") pre-emption claim.

Commencing at a fir tree marked Indian Reserve, and running due south ten chains; thence due east ninety chains; thence due north sixty chains; thence due west ninety chains; and thence due south fifty chains to place of commencement.

No. 3.

A reserve of twenty acres situated on Dog Creek, about half a mile above the canon.

Commencing at a fir tree marked Indian Reserve, due north twenty chains; thence due east ten chains; thence due south twenty chains, and thence due west ten chains to point of commencement.

No. 4.

A reserve of 400 acres, on the left bank of the Fraser River, immediately north of Dog Creek.

Commencing at the south-eastern corner of the Alkali Lake Indian Reserve, serve, Wycott's Flat, and running due south 30 chains; thence due east 20 chains; thence due south an approximate distance of 100 chains to Dog Creek; thence down the right bank of Dog Creek to the Fraser River: thence up the left bank of the said river to the southwest corner of the Alkali Lake Indian Reserve, and thence up the ravine which forms the southern boundary of the said reserve to the place of commencement.

Also the exclusive right of fishing on both banks of the Fraser River, from the mouth of Dog Creek to the mouth of Harper's Lake Creek, a distance of 1½ miles.

VICTORIA, B.C., 9th Dec., 1881.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to enclose herewith rough tracings of four separate parcels of land, allotted by me on tha 21st July for the use of the Indians residing at Canoe Creek, a tribe numberlng 178, and possessing 589 horses and 49 cattle. These Indians are industrious, good trappers and hunters; their young men find remunerative employment as teamsters, packers and farm servants; they are possessed of a valuable fishery, where they obtain an abundant supply of salmon; it commences 1½ miles above the mouth of Canoe Creek, embraces both sides of Fraser River, and extends down stream for a distanee of 5½ miles to a conical-shaped rock which stands in the centre of the river.

Green Lake, situated 4 miles east of the 73rd mile post, on the Cariboo waggon road, is, at their request, declared a fishing station, to be used by them in common with the Indians of Clinton, as both these tribes congregate there in the early summer for the purpose of fishing.

The old reserve, on which the village stands, contains 90 acres, as described on the map of the official survey, and it is impossible to enlarge it, as it is bounded on the north and west by steep mountains, and on the south and east by the land of Mr. Van Volkenburg, who has purchased 18,000 acres in the neighbourhood; this completely hems in the reserve, leaving not an acre outside its limits upon which to run horses without trespassing.

This reserve is badly situated and wholly inadequate to the requirements of the tribe; it contains but 60 acres of land suitable for agricultural purposes, and having being cultivated centinuously year after year they are well nigh exhausted.

One hundred inches of water have been set apart for the irrigation of this reserve.

No. 2.—Adjoins Mr. Van Volkenburgh's purchased land, commencing about one and a-half miles above the Indian village, and extending six and a-half miles up Canoe Creek: it is situated in a narrow valley through which a stream of water flows. The Indians have cut hay in many places in this valley, and at least 350 acres can be made available for the same purpose, by clearing away the underbrush and light timber. Portions have been fenced, and efforts made to cultivate, which, I think, may be successful as regards oats, barley, potatoes, &c., though not for wheat I fear; the upper part affords good bunch grass, and is of great value as a cattle range.

I have reserved the water flowing naturally through this valley for the Indians, as also the right to the water of (3) three small lakes situated near the 70th mile house on the Cariboo waggon road in a south-easterly direction, distant about twenty-five miles. Should the Indians succeed in bringing the water of these lakes to the reserve, of which they appear quite sanguine, it will add much to the value of their land.

There is an abundance of good timber on this reserve.

No. 3.—This reserve is situated on the trail leading from Dog Creek to Canoe Creek, and distant from the latter about seven miles in a northerly direction. It consists of 5,320 acres, mostly rough, hilly land covered with bunch grass, and contains an abundant supply of large valuable timber.

It is bounded by the Fraser River on the west, and otherwise by the purchased lands of Messrs. Harper, Van Volkenburgh and Saul. Only about fifty acres can be cultivated with advantage in consequence of the steepness of the hill sides; ten acres are already under crop.

The Indians, assisted by some Chinamen, who mine on the banks of the Fraser River, immediately below the Indian lands, have constructed a ditch, four miles in length, for the purpose of diverting the water of a small stream which empties into Dog Creek, a short distance above Gaspard's house. The Chinese, of whom one "Soo-que" is foreman, have recorded this water and ditch, thereby endeavoring to ignore the Indians' rights.

In a conversation I had with "Soo-que" on the subject he admitted that he had made the record in his own name, stating as his reason, that the Chinese had done the greater part of the work. I informed him that the water was now reserved for the use of the Indians, and that the record made by him would be cancelled, but that he would be allowed to enjoy the use of both water and ditch if, by so doing, he did not interfere with the Indians.

The agent, when one is appointed for this district, should be instructed to see that the Indians' rights are upheld in this matter.

No. 4.—Lies on the west bank of Fraser River, opposite the farm of Mr. Alex. Burnett, and contains about 100 acres, 10 or 12 being cultivated, the remainder partially covered with bunch grass. 50 inches of water are reserved for irrigation purposes, to be taken from a small gulch or creek flowing through the reserve, and emptying into the Fraser River.

With reference to this reserve, I wish to state, that in consequence of high water, and no canoe being procurable, I was unable to visit it. It was defined from information furnished by the Indians, and from observations taken on the east bank of the river, where I was able to overlook it, and I apprehend no difficulty in giving instructions with a view to an accurate survey.

The population of this tribe, of whom "Ignatius" is chief, consists of 46 men, 49 women, 83 children; total, 178. They are possessed of 589 horses and 49 cattle.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

CANOE CREEK INDIANS.

No. 1.

The old reserve situated on Canoe Creek, and containing ninety (90) acres, is hereby confirmed.

One hundred (100) inches of water is allotted from Canoe Creek for the use of this reserve.

No. 2.

A reserve of 4,460 acres, situated on Canoe Creek, one and one-half miles above Reserve No. 1.

Commencing at a fir tree, the south-eastern corner of Mr. Van Volkenburgh's property, and running due east 120 chains; thence due south 80 chains; thence due east 330 chains; thence due south 160 chains; thence due west 80 chains; thence due north 100 chains; thence due west 370 chains; and thence due north 140 chains to place of commencement.

The water flowing naturally through this land is reserved for the use of the Indians.

Also the right to the waters of White Lake, Parous and Clark-sil-a-wis Lakes, situated in the direction of the 70th mile house on the Cariboo waggon road, with power to divert the same through a low valley to this reserve.

No. 3.

A reserve containing 5,320 acres, approximately, situated on the left bank of Fraser River, three miles below Dog Creek.

Commencing at a post on the left bank of Fraser River, on the northern line of Township 8, Lillooet District, thence due east an approximate distance of 340 chains, to the north-eastern corner of section 31, township 4, thence due north 160 chains; thence due west an approximate distance of 344 chains to the Fraser River, and thence down the left bank of the said river to the place of commencement.

One hundred (100) inches of water is set apart for the use of this reserve, to be taken from a small tributary of Dog Creek, which empties into it from the south, a short distance above Gaspard's house.

No. 4.

A reserve of 100 acres, situated on the first creek below "Haine's Creek," on the right bank of the Fraser, to include all Indian cultivation, and ditches in good survey shape. Fifty (50) inches of water is set apart from the creek flowing through this reserve for the use of the Indians.

Fisheries.

The exclusive right of fishing on both banks of Fraser River, from a point 1½ miles above the mouth of Canoe Creek, down stream to a conical-shaped rock in the middle of the river, a distance of about 5½ miles.

The right to fish in Green Lake, situated 4 miles east of the 73rd mile post on the Cariboo waggon road.

Burial Grounds.

A graveyard, situated on the left bank of Canoe Creek, half a mile from its mouth, marked by four stakes, one chain north and south, by two chains east and west.

A graveyard to the south of the trail, from Mr. Van Volkenburgh's house to the mouth of Canoe Creek, and about one mile distant from the latter, marked by four stakes, 50 links north and south by 50 links east and west.

A graveyard, half a mile wess from Mr. Van Volkenburgh's house, on the right bank of Canoe Creek, and distant from it two chains, marked by four stakes, 140 links magnetic north and south, by 40 links magnetic east and west.

A graveyard situated in Mr. Van Volkenburgh's timothy field, seven chains north of Canoe Creek, marked by four stakes, 40 links due north and south, by 60 links east and west.

P. O'REILLY,
Indian Reserve Commissioner.

CANOE CREEK, B.C.,
July 21st, 1881.

VICTORIA, B.C., January, 1882.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report for your information that on arriving at Ashcroft on the 8th August, I found the tribe of Indians living there to number 68; they now reside on the right bank of the Thompson River, near the 104th mile post on the Cariboo waggon road, but previous to the settlement of this part of the conntry by the whites (about the year 1862) these Indians were a migratory tribe without any fixed camping ground. On referring to the records of the district, I found that a large tract of land in this section of country became, by purchase and pre-emption, the property of Messrs. Cornwall Bros., and that the Indians subsequently settled on a portion of this land, and built a village, party on Lot 17, Group 1, and partly on pre-emption claim No. 39, both the property of Messrs. Cornwall Bros. I will refer later to the question of the land on which this village stands.

The reserves for the Ashcroft Indians were partly dealt with by Mr. Sproat in the summer of 1878, when he allotted two small patches for their use, marked respectively Nos. 1 and 2 on the map herewith enclosed. Mr. Sproat also made temporary reserves of adjacent lands till such time as the feasibility of bringing water upon them could be ascertained.

No. 1.—Known as the Cheetsum's Farm, contains about 200 acres, as reserved by Mr. Sproat; to this I have added 500 acres from a portion of the land temporarily reserved by him, making in all about 700 acres. It is situated between the Thompson River and the Cariboo waggon road, opposite to the 102nd mile post, and is bounded on the south by the land of Antoine Minaberriet and of Joseph Beddard, on the west by that of Messrs. Cornwall Bros., on the east by the Thompson River, and on the north by the Southdown Mountain. This reserve being covered with sage and bunch grass, is valuable both as a summer and winter run for cattle; only 25 acres of it can be cultivated, owing to the scarcity of water, the only supply being derived from a spring, which is unfortunately in a deep ravine, and consequently at too low a level to be available for irrigating purposes except in a small way. This spring is situated near the western boundary of the reserve, and the water of it has been reserved by Mr. Sproat.

No. 2.—A reserve defined by Mr. Sproat, contains about 60 acres, 20 of which being watered by local springs are available for agricultural purposes. To this small reserve I have added 3,250 acres, but by far the greater portion is useful only as a range for cattle and horses; the north-western part, viz., that lying above the waggon road on the mountain slope, is heavily wooded, and will afford an abundant supply of timber for building, fencing and fuel. Some 200 acres lying east of the pre-emption claim of Messrs. Cornwall Bros. would be good arable land, could water be obtained from the Ashcroft Creek to irrigate it. This creek being only a mountain stream supplied entirely by the melting of the snow, would be exhausted early in the season were it not for a dam built many years ago by the Messrs. Cornwall for the purpose of commanding a supply of water during the summer months.

I proposed to Mr. H. P. Cornwall that, with a view of extending to the Indians the benefit of this stream of water, he should allow his dam to be enlarged, and thereby hold back a sufficient quantity of the water which now runs to waste to meet the requirements of the Ashcroft Indians.

With regard to the proposed enlargement of the dam, Mr. Cornwall offered no objection, stipulating only that if the work be undertaken by the Government the structure should be of a thoroughly substantial character, as the carrying away of the dam would seriously endanger the value of his property.

I also urged upon Mr. Cornwall the necessity of relinquishing in favor of the Indians the pre-emption claim No. 39, and that portion of Lot 17, Group 1, lying east of and below the waggon road, as I considered it would be a hardship to remove the Indians' after so many years residence, and after so much labor having been expended by them in the building of their village, church, &c. To this he replied that, recognizing the advisability of allowing the Indians to remain undisturbed, he would consent to exchange the lands above mentioned, viz., pre-emption claim No. 39 and that portion of Lot 17, Group 1, situated below the waggon road, and containing 307 acres (colored yellow on the plan herewith enclosed), for the tract of land immedi ately opposite, known as the Southdown Mountain, and situated on the south of the Ashcroft Creek (and coloured violet on the plan).

I requested Mr. Cornwall to put in writing his consent both to the enlargement of the dam, and to the proposed exchange of land; this he has done under date 1st September, 1881, and I enclose a copy of his letter on the subject for the consideration of the Government. In the interest of the Indians I have no hesitation in recommending that the changes proposed by me and acceded to by Mr. Cornwall should be carried out, for the following reasons:

1st. That the arable land possessed by the Ashcroft Indians is very limited, and that the land proposed to be exchanged by Messrs. Cornwall is capable of being converted into a fairly good farm.

2nd. That the mountain tract, though some 1,570 acres in extent, has little or no marketable value, with the exception of some 300 or 400 acres situated on the summit, the approaches to which are difficult, and in many parts precipitous.

3rd. That there will, I apprehend, be no difficulty in carrying out this proposition, as all the land in question lies within the railway belt, and can be dealt with by the Dominion Government.

4th. That further, with respect to the water question, always a difficult one in this part of the country, I can see no other way by which the requirements of the Indians in this respect can be met, and the expense, I think, will not exceed $600, as the Indians are most anxious for the accomplishment of the scheme, and have willingly undertaken to perform such labor in connection with it as they are capable of. I caused the present dam to be measured, and found the length of it to be 62 feet at top, 27 feet at bottom, the height from the bed of the creek to be 20 feet. The soil in the immediate vicinity is sandy loam, with clay subsoil, and there is an abundant supply of good red fir close at hand. (See enclosed rough plan of dam and of Ashcroft Creek as far as the Indian reserve.)

No. 3.—A reserve containing 1,100 acres; this is mountain land, well watered and valuable as a cattle range; a portion of it at the upper end of McLean's Lake is swamp from which 40 to 50 tons of hay can be obtained, and the hill side is well supplied with timber. This reserve is intended for the joint use of the Bonaparte and Ashcroft Indians, being equi-distant from, and of easy access to both these tribes; it has been their favorite summer horse run, and the Chiefs Ma-has-kat and Si-en-shute, who accompanied me on this occasion, expressed their thanks and unqualified satisfaction.

The salmon fishery of these Indians is situated in the Thompson River at the head of the "Black Canon," immediately opposite their Reserve No. 2, and embraces both sides of the river for a distance of one mile up stream. Also their old fishing station commencing at the small canon below the "Big Slide" on Thompson River, extending down stream about half a mile to Minaberriet's Creek.

The population of this tribe consists of 23 men, 17 women, and 28 children, total 68, of whom Ma-has-kat (John) is chief.

They are a well conducted, industrious tribe, of strictly sober habits, and therefore find ready employment as farm servants, teamsters, &c. They are most anxious to engage in farming on their own account, and what little they have been able to do in the past in this respect, is highly creditable to them.

They are possessed of 19 cattle and 126 horses.

I have the honor to be, Sir,

Your obedient servant.

P. O'REILLY,

Indian Reserve Commissioner.

ASHCROFT INDIANS.

No. 1.

A reserve known as Cheetsum's Farm, situated on the right bank of Thompson River, near the 102nd mile post on the Cariboo waggon road, and containing 700 acres.

Commencing at the south-east corner post of Messrs. Cornwall's claim, and running north 40 chains, thence east 40 chains; thence north 30 chains; thence east to the Thompson River, an approximate distance of 30 chains; thence down the right bank of the Thompson to the mouth of Minaberriet Creek; thence up the said creek to a point due south of a point 40 chains east of the place of commencement; thence north an approximate distance of 30 chains to the beforementioned point, and thence west 40 chains to the place of commencement.

No. 2.

A reserve on the right bank of the Thompson River at the 105th mile post on the Cariboo waggon road, and containing 3,310 acres approximately.

Commencing at the south-western corner of Lot 406, Group 1, Yale District, and running east to the western boundary line of Lot 378, Group 1, an approximate distance of 84 chains; thence due south to the Thompson River; thence down the right bank of the Thompson to the mouth of Ashcroft Creek; thence up the left bank of the said creek to Mr. Cornwall's pre-emption claim No. 39; thence along the eastern boundary of the said claim to the north-eastern corner thereof; thence N. 63° 45′ W. (true) an approximate distance of 168 chains; thence north to a point due west of the south-west corner post of Lot 377, Group 1, an approximate distance of 127 chains; thence east 120 chains, and thence south 118 chains 65 links to the place of commencement.

No. 3.

A reserve situated at McLean's Lake, on the trail from Ashcroft to Hat Creek, about 5 miles distant from the former.

Commencing at a cottonwood tree at the crossing of the Ashcroft Creek, 4 chains below Mr. Cornwall's dam, west 50 chains; thence north 100 chains; thence east 110 chains; thence south 100 chains, and thence west 60 chains to the place of commencement.

Fisheries.

The exclusive right of fishing on both shores of Thompson River, from the head of the Black Canon, up stream a distance of 1 mile.

Also the exclusive right of fishing on both banks of the Thompson River from the Mouth of Minaberriet Creek, up stream a distance of half a mile.

P. O'REILLY,

Indian Reserve Commissioner.

ASHCROFT, B.C., 10th August, 1881.

VICTORIA, B.C., 16th January, 1882.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—Having completed the allotment of lands for the Ashcroft tribe, I proceeded to the Oregon Jack Creek Indians, distant 8 miles lower down the Thompson River.

They reside on land owned by Mr. John Dowling, having built four houses within one hundred yards of his residence, and this location they are most anxious to retain; but as the spot is of no value, miserably arid, with no facility for irrigation, and situated within a few yards of the public road, I consider it a most undesirable site for an Indian village, especially as Dowling does not live on friendly terms with them, and is, from what I could learn, disposed to give them all the annoyance he can.

Mr. Sproat, in 1878, dealt with the reserves of these Indians, which I assume he duly reported, and adjoining the allotments situated at the mouth of Oregon Jack Creek he made a temporary reserve of about 1,500 acres; of this I have assigned them 1050 acres, 18 of which have been cultivated, the remainder is valuable for grazing purposes only. It is situated on both sides of the Cariboo wagon road at the 95th mile post.

Forty inches of the water of Oregon Jack Creek was set apart for these Indians by Mr. Sproat, with reference to which I may say, that until Mr. John Dowling is compelled to keep his ditch in a proper state of repair, little or no water can reach the reserve. I am also of opinion that Dowling runs through his ditch more water than is required by him for the purposes of irrigation: this should be examined into by the local Indian Agent.

The population of this small tribe consists of 8 men, 8 women, and 6 children; total, 22,—of whom Pas-kah is chief; they possess 51 horses and 2 cattle.

They live in great discomfort, for, though they find ready employment as packers, teamsters, &c., they are addicted to the vices of drinking and gambling, and devote but little time to improving their homes.

Enclosed I forward a map of the reserve as defined by me.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

VICTORIA, B.C., 19th January, 1882.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to inform you that on the 16th August I visited the Lytton Indians.

The reserves for this tribe were for the most part dealt with by Mr. Sproat in 1878, when he, at the same time, reserved temporarily a large tract of land lying in the angle formed by the right bank of the Thompson and the left bank of the Fraser, immediately above the confluence of these rivers.

This embraces several thousand acres of very worthless land, which the Indians were by no means desirous of possessing; they begged to have the Bootanie Reserve extended northward so as to include an old and very favorite camping ground known as Nr-na-na-hout. This request appeared to me reasonable, and it must, I think, have been an oversight on the part of Mr. Sproat not to have extended the reserve in this direction; I accordingly enlarged the Bootanie Reserve by about 750 acres, running in a northerly direction so as to include two lakes at the head of the Red Head Creek

valley, around both of which a limited amount of hay is obtained. The elevation of this reserve (3,700 feet above the sea) precludes the idea of agriculture, though a portion of the east bank of the lakes affords good pasturage during the summer months.

No. 2.—Contains 650 acres, and is situated on the left bank of the Fraser River, about two miles above the mouth of the Thompson, and adjoining the farm of Mr. Thomas Seward.

The soil is peculiarly dry and arid; the greater portion, however, is thinly covered with timber, and this renders it of special value to the Lytton Indians. Should it be possible to convey water to this bench, about 100 acres may be brought under cultivation, but this can only be accomplished by an outlay of from $600 to $700 and much labor.

The water of Bootanie Lake, situated north-east of this reserve and at a considerable elevation, has already been appropriated by Messrs. McIntyre, McKay, Loring and Seward, who have jointly constructed a dam at the outlet of the lake and built ditches from Bootanie Creek to their respective farms.

The Indians say that Red Head Creek, a stream containing from 100 to 150 inches of water the greater part of the year, and which flows east into the Thompson nearly opposite to the mud slide, can be diverted to Bootanie Lake by means of a ditch, thus materially increasing the supply of water. The result of this would be to entitle the Indians to take from Bootanie Lake an equal quantity of water to that supplied, making due allowance for waste and evaporation.

I made a cursory examination of the line of country through which this ditch would pass, and I believe the project suggested by the Indians to be feasible; it can, however, only be determined by an instrumental survey, and should it be found practicable, a more secure and permanent dam at the outlet of the lake would be necessary, a work which would require a skilled overseer, though the Indians guaranteed to supply the requisite labor. Seeing that this is the only means by which water can be procured for the reserve now under consideration, I have no hesitation in recommending that a careful survey be made from the head waters of Red Head Creek to Bootanie Lake, and should the above scheme be found practicable that an appropriation be set apart for the purpose, and the supervision of the work placed in the hands of a man experienced in such matters. In addition to the dam, it would be necessary either to obtain Mr. Seward's consent to the enlargement of his ditch, or to construct an independent one on a parallel line.

No. 3.—Spintlum Flat is situated on the left bank of Fraser River, about seven miles above the town of Lytton.

On reference to Mr. Sproat's unfinished work among the Lytton Indians in 1878, I find that he temporarily reserved at this point 20 acres, to which I have made an addition of three hundred and twenty (320), not more than ten (10) being capable of cultivation. This flat is inhabited by three families, who have cleared and fenced about six acres. There is abundance of timber on the mountain side, and the slopes to the river afford some slight pasturage, but the reserve as a whole possesses little value, being dry, sandy soil; the best portion, situated near the river, has been mined, and nothing is left on it but boulders and coarse gravel.

The water of two small creeks emptying into the Fraser at the upper and northern end of this reserve is claimed by a Chinaman named "Ah Pow," who produced a receipt for $5, the Government recording fee. He stated that he and his friends had been in possession of this water right for a number of years, but as he did not produce a receipt for the present year his interest may have lapsed. There is, however, water enough for both Indians and Chinaman, and I have accordingly reserved for the use of the former fifty (50) inches to be taken from the two small creeks above referred to.

No. 4.—Nickel Palm, the old reserve of 110 acres, situated on the right bank of Fraser River, about 20 miles above Lytton, as defined by official survey in 1876. This I have confirmed. It cannot be enlarged with advantage as it is situated at the mouth of a mountain gorge, the water of which is secured to the Indians. Some 50 or 60 acres are under cultivation here.

No. 5.—Se Ah is situated on the right bank of the Fraser, 17 miles below Lillooet, and about one mile below Foster's Bar.

A branch of the Stryne Lytton Indians reside here, Ky-oops being the sub-chief. He complained bitterly that his tribe had had to wait so long for their land to be defined, while Chinamen and others, in the meantime, took possession of what land should be theirs.

I found on inquiry that a Chinaman, named "Ah Nim," claimed under a pre-emption record, dated August 14th, 1877, to be the owner of this reserve, though he had never occupied the land himself, bat had given a lease of it, under date April 2nd, 1881, to a Chinaman named Ah Sam, by which the latter agreed to pay a yearly rent of $50. I ascertained that he only occupies it periodically.

The following statement was made to me by John Roberts, who resides in the immediate vicinity:—

"I have resided close to this land for 23 years, and have an intimate knowledge of all the circumstances connected with it. The Indians were living on the ranche in 1858, and have been there ever since. They have cultivated it for the last 15 years, and have been in continuous occupation of it. About 1877 the Chinaman, "Ah Nim," recorded at Yale 320 acres, including the whole of the land occupied by the Indians, and the following year he cropped about 15 acres, part of which was on land that had been previously cropped by them. Before the land was recorded the Chinaman requested me to sign a paper to be presented to the Government recorder, to the effect that the land was at that time unoccupied. I refused to do so, and told him that it was, and always had been in the occupation of the Indians. No crop was put in by the Chinaman during the year 1880, but in the following winter he erected walls for a small log-house, which he did not finish. The Chinaman has never resided on the land. In the spring of 1881 the Indians put in a small crop, as they have been in the habit of doing for the last 15 years. The Chinaman also put in some 12 or 14 acres of wheat, a small portion of which had been previously ploughed by the Indians."

Apart from this statement of direct evidence as to the prior right of the Indians, I am aware that the land in question was occupied solely by them in 1869, for at that time, in my capacity as Stipendary Magistrate, I was applied to by the Indians to reserve this very land, and proceeded to the edge of the river with the intention of doing so, but there being no canoe available, I could not cross, and had afterwards no opportunity of re-visiting the locality. Under these circumstances I had no hesitation in assigning to the Indians about three hundred and ten (310) acres which includes their old camping ground, and cultivated patches. The land as a whole is barren with but few spots capable of cultivation, but is valuable to the Indians as it affords a good supply of timber, and a sufficient quantity of water can be obtained from Fort Dallas Creek, a stream which flows partly through the southern portion of the reserve, and which I have set apart for their use.

The Chinaman Ah Nim was by no means satisfied with my decision in this matter, and expressed his determination to contest it.

The fishery of these Indians is situated on the Fraser River, commencing a quarter of a mile north of their reserve, and extending down stream for one mile.

About one mile below Fort Dallas Creek, on the right bank of the river, I marked off the old burying ground of these Indians.

No. 6.—Ne-si-kep, 14 miles below Lillooet, is also a branch of the Stryne Lytton tribe. A small reserve of 40 acres was set apart for these Indians in 1870, which I confirmed, together with 100 inches of water from the first creek below the reserve; there is neither wood nor grass land, and in other respects it is inadequate to their requirements. I have enlarged it by the addition of one thousand and eighty (1,080) acres, extending to both sides of the river; the larger portion of this is comparatively worthless, but though rough and uninviting a limited quantity may be cultivated, and the right of grazing is secured.

I have appropriated for use on this reserve one hundred (100) inches of water to be taken from "Stu-ouck" Creek.

The salmon fishery of these Indians commences at the northern boundary of their reserve, as shown on the plan annexed, and extends downstream to the southern boundary, including both sides of the river, a distance of about two and a half miles.

No. 7.—Is a fishery reserve containing eighty (80) acres, situated at the outlet of "Stitz-quod" or Fish Lake, on the trail from Foster's Bar to the Fountain; it includes their favorite fishing ground, and a portion is capable of being cultivated; it provides also sufficient feed for their horses during the season. The land throughout the district in which the foregoing reserves are situated is for the most part of very inferior quality, and but scantily supplied with water. The latter difficulty can in many instances be overcome by the local Indian Agent vigilantly enforcing the provisions of the Land Act, which carefully guards against waste, and by his seeing that settlers' ditches are kept in a proper state of repair so as to avoid leakage; also that they do not appropriate more water to their use than they are legally entitled to.

The Indians have in years past maintained themselves by hunting, fishing, &c.; latterly they have turned their attention to mining and to farming, and it is to be regretted that a larger quantity of agricultural land can not be devoted to their use.

The census, &c., of the "Lytton Stryne Indians" was fully taken by Mr. Sproat.

I have the honor to be, Sir,

Your obedient servant,

P. O'REILLY,

Indian Reserve Commissioner.

I enclose herewith a sketch of the Bootanie Reserve, showing the proposed diversion of the water of Red Head Creek to Bootanie Lake, the position of the dam, Bootanie Creek, and ditch from it to the Indian Reserves.

P. O'REILLY.

VICTORIA, B.C., 23rd January, 1882.

The Right Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I visited High Bar on the 23rd July, for the purpose of defining a reserve for the Indians living there.

The population consists of 13 men, 11 women, and 18 children, making a total of 42. "Thle-pas-ket" is their chief, and they possess 90 horses, but no cattle. They are the most thriftless and poverty-stricken Indians that I have met with; though they have the reputation of being good hunters and fishers, they make no effort to improve their condition, and are content to live in five miserable hovels.

No lands having been in the past assigned for the use of this tribe, I made a reservation of two thousand six hundred (2,600) acres, consisting of a stretch of land on both sides of their encampment, and this was the utmost I could do for them, the valley of the Fraser being narrow, and the land to the north and south having been acquired in years past by white settlers. 200 acres at the northern extremity of this stretch are capable of being converted into a good farm, provided only that water can be obtained. The High Bar mining ditch, owned exclusively by Chinese, passes through a portion of this flat, and as I am informed that the claims are for the most part exhausted, should they be abandoned, the right to the ditch might be purchased for the Indians, or an arrangement be made for them to use a certain quantity of water during the irrigation season.

A few acres at the southern extremity of this reserve can also be cultivated with advantage if water can be procured; the land adjoining is the farm of James Wood upon whose pre-emption claim there are two creeks, viz: Barney and Butcher. Mr. Wood claimed the entire water supply of both, and stated to me that he required it all; judging, however, from the evidence of the Indians and my own observation, I am of opinion that were his ditches kept in proper repair, and no waste allowed, there

would be a surplus for use on the land above referred to. All the land comprised in the above reserve has been used as a common for grazing purposes, and its value is consequently much deteriorated, but as a reserve, trespass will be put a stop to, and it will soon recover.

The chief was anxious that I should set apart for the use of his tribe a quantity of land near "Kelly Lake" on the Lillooet waggon road. This I partly agreed to do, inasmuch as there is no natural hay land on their reserve; but on arrival at "Kelly Lake" I was met by the Clinton chief, Slock-las-ket, who also laid claim to the land referred to for his tribe, and as he satisfied me that they had used it as a meadow for years past, I was obliged to add it to the Clinton reserves.

The water of a small spring known as "Indian Creek" near the north end of the reserve, also the water of a creek running past the Indian houses, and the surplus water of "Barney," "Butcher" and "Watson Bar" Creeks, I have reserved.

The salmon fishery of this tribe embraces both sides of the Fraser River, commencing half a mile below the southern boundary of the reserve, and extending six miles up stream to its northern limit.

A graveyard situated in one of Mr. J. Wood's fields, between his house and the Fraser River, was, at the chief's request reserved.

I have the honor to be, Sir,
Your obedient servant,
P. O'REILLY,
Indian Reserve Commissioner.

INDIAN RESERVE COMMISSION,
VICTORIA, 28th January, 1882.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—On the 28th July I arrived at Clinton, and visited the tribe of Indians living on the outskirts of that town.

The population consists of 15 men, 18 women and 28 children, total, 61; of whom "Tloch-las-ket" is chief.

They derive their subsistance principally from hunting and fishing; and their young men find employment as farm servants or in cutting cordwood for sale in Clinton.

The village is built on a barren, worthless piece of land, and is bounded on the south-east by Lot 3, Group 5, Lillooet District, the property of Mr. Joseph Smith, whose title-deed was issued in 1871.

The Indian church is built on the northern corner of the lot, and the site, they say, was given them by Mr. Elliott, 16 years ago. No record, however, of his having done so can be found.

The Indians will consider it a hardship to be obliged to remove this building, but it is of little valne, and I fancy a small consideration would reconcile them to its loss.

I have reserved for the use of this tribe, as shown on Plan 1, enclosed herewith, two hundred and twenty-five (225) acres, upon a portion of which their village stands. The entire area is on the slope of a mountain; and its only value lies in the timber with which the northern portion is well studded. Some five or six acres may occasionally be cultivated; but the altitude of Clinton, 2,973 feet above the sea, as determined by the Royal Engineers, precludes the idea of farming being carried on with much success; and all the land in this locality, of any value, for grazing or otherwise has been purchased from the Local Government by white settlers years ago.

A graveyard, situated a-quarter of a mile north-west of the village, was reserved.

No. 2.

A reserve containing 500 acres, situated between the 37th and 40th mile posts on the Lillooet and Clinton waggon road. It adjoins the surveyed land of Mr. Thad-

deus Harper, on the west, and extends along the Clinton Creek, in an easterly direction, for a distance of about two miles. A quantity of good hay may be obtained along this creek at intervals, with a small expenditure of labor by clearing the underbrush; and 100 acres near Sawmill Creek is as well adapted for agriculture as any land in the neighborhood.

The water flowing through Clinton Creek, that of Sawmill Creek, and 100 inches from Kelly Creek, have been reserved for the use of the Indians.

The salmon fishery of these Indians on Fraser River, extends from Leon Creek, up stream to the High Bar Indians' fishery, a distance of about three miles.

At the chief's request, I also accorded them the right to fish, conjointly with the Canoe Creek Indians, in Green Lake, situated four miles east of the 73rd mile post, on the Cariboo waggon road.

I have the honor to be, Sir,
Your obedient servant,
P. O'REILLY,
Indian Reserve Commissioner.

VICTORIA, B.C., 28th January, 1882.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The lands of the Bonaparte Indians were partly arranged by Mr. Sproat in 1878. He at that time promised that an addition should be made to their reserves in the Hat Creek Valley, where a few of their families reside, and have cultivated about 10 acres.

I accordingly sent a notification of my intention to visit them, and the chief met me by agreement, accompanied by the local Agent, Mr. Henry Cornwall. The Chief "Se-en-shute" apologized for his people not being present, as they were then engaged at their salmon fishing; he stated that they had held a meeting, and had decided to ask that the "Hat Creek" Valley should be given them. Having in company with the chief and Mr. Cornwall carefully examined the land in question, and being well acquainted with the reserves previously made at the Bonaparte by Mr. Sproat, I had no hesitation in granting the request, so far as I was able, but the centre of the valley being occupied by the farm of Mr. Hugh Gallager, necessitated the formation of two separate reserves, the upper, No. 1, on the plan enclosed, containing two thousand and forty (2,040) acres, and the lower, No. 2, containing two thousand and eighty (2,080) acres.

These reserves are at a convenient distance from the Indian village in the Bonaparte valley, the slopes of the hills afford good feed, and an abundance of timber; 200 acres can be cleared, and cultivated without much labor, and are capable of producing good crops of cereals, peas, oats, barley and potatoes, as is demonstrated on the farm of Mr. Gallagher. The chief value of the valley, however, consists in its being an exceptionally good range for cattle, and a sufficient quantity of excellent hay may be grown along the banks of the creek to satisfy all the Indian requirements.

No difficulty can arise on this reserve as regards water, there being an abundant supply in the creek from which the valley is named, 500 inches of which is reserved for the Indians.

The Bonaparte Indians have no salmon fisheries of their own, but they fish on the Fraser in common with the Indians of Lillooet, distant 30 miles from their village, and there they are able to obtain all the fish they need.

The census, &c., of this tribe was fully taken by Mr. Sproat, and he no doubt furnished all details.

I have the honor to be, Sir,
Your obedient servant,
P. O'REILLY,
Indian Reserve Commissioner.

TABULAR STATEMENT No. 1.

SHOWING the Number of Acres of Indian Lands sold during the Year ended 30th June, 1881; the total amount of Purchase Money, and quantity of surveyed surrendered Indian Lands remaining unsold at that date.

Towns or Townships.	Counties or Districts.	Number of Acres sold.	Amount of Sale.	Approximate Quantity remaining unsold.	Remarks.
			$ cts.		
Albemarle	Bruce	4,303	4,074 00	3,121	Some of these lands were resumed by the Department, the conditions of sale not having complied with so that in some Townships there appears to have been more land sold during the past fiscal year than remained unsold according to the previous year's Report.
Amabel	do	566	715 50	.....	
Eastnor	do	2,253	1,956 25	12,627 $\frac{50}{100}$	
Lindsay	do	4,242	3,819 50	33,155	
St. Edmunds	do	2,427	2,304 75	49,440	
Town Plot, Hardwick	do	.....	.....	1,100	
do Oliphant	do	30	192 00	446 $\frac{50}{100}$	
do Adair	do	139 $\frac{80}{100}$	634 00	1,560 $\frac{10}{100}$	
do Southampton	do	.....	.....	336	
do Bury	do	.....	.....	1,768	
Keppel	Grey	2,238 $\frac{88}{100}$	3,509 50	.....	
Wiarton	do	3 $\frac{50}{100}$	280 00	.....	
Bidwell	Algoma District	400	208 50	8,053	
Howland	do	100	50 00	5,263	
Sheguiandah	do	196	98 00	10,418 $\frac{50}{100}$	
Town Plot, Sheguiandah	do	1	40 00	328 $\frac{30}{100}$	
Billings	do	.....	50 00	.....	Water frontage 100 yards.
Assiginack	do	355	177 50	7,218	
Campbell	do	169	84 50	14,404	
Carnarvon	do	807	403 50	11,371	
Allan	do	500	250 00	8,366	
Tehkummah	do	400	200 00	8,470	
Sandfield	do	254	127 00	3,780	
Gordon	do	13	6 50	3,311	
Town Plot, Shaftesbury	do	.....	.....	237 $\frac{88}{100}$	
Thessalon River	do	640	640 00	11,951	
Macdonald	do	80	40 00	8,898	
Carried forward		20,118 $\frac{18}{100}$	19,861 00	205,623 $\frac{38}{100}$	

TABULAR STATEMENT No. 1.—Showing the Number of Acres of Indian Lands sold during the Year ended 30th June, 1881, &c.—*Continued.*

Towns or Townships.	Counties or District.	Number of Acres sold	Amount of Sale.	Approximate Quantity remaining unsold.	Remarks.
			$ cts.		
Brought forward.....	.....	20,118 39/100	19,861 00	205,623 38/100	
Garden River Reserve.....	Algoma District....	200	300 00	15,777 50/100	
Ameres	do ...	.....	.....	9,742	
Fenwick	do ...	879 75/100	459 50	13,891 25/100	
Kars.....	do ...	.....	.....	9,479	
Pennefather.....	do ...	.....	.....	18,131	
Dennis	do ...	.....	.....	3,509	
Herrick.....	do ...	.....	.....	7,506	
Fisher.....	do ...	.....	.....	9,602	
Tilley.....	do ...	.....	.....	12,691	
Haviland.....	do ...	.....	.....	3,821	
Vankoughnet.....	do ...	.....	.....	11,850	
Tupper.....	do ...	.....	.....	2,800	
Archibald	do ...	.....	.....	2,900	
Laird.....	do ...	168	134 56	15,327 15/100	
Meredith.....	do ...	.....	.....	8,784	
Gore Bay	do ...	3 50/100	105 00	17 25/100	
Manitowaning	do ...	4 81/100	421 75	41 92/100	
Robinson	do ...	1,619	789 00	65,579	
Dawson.....	do ...	610 25/100	303 25	33,654 75/100	
Cockburn Island.....	do ...	2,296	1,416 00	28,456	
Mills.....	do ...	401	175 25	14,435	
Burpee.....	do ...	1,776	893 50	15,672	
Barrie Island.....	do ...	2,006	923 00	7,250	
Neebing.....	Thunder Bay.....	.....	.....	3,778	
Sarnia	Lambton	43 34/100	16,900 00	.....	
Anderdon	Essex.....	2,194 85/100	23 00	.....	
Seneca	Haldimand.....	202	3,030 00	281 37/100	
Carried forward.....	.....	32,522 89/120	45,734 81	520,599 57/100	

TABULAR STATEMENT No. 1.—Showing the Number of Acres of Indian Lands sold during the Year ended 30th June, 1881, &c.—*Concluded.*

Towns or Townships.	Counties or Districts.	Number of Acres sold	Amount of Sale.	Approximate Quantity remaining unsold.	Remarks.
			$ cts.		
Brought forward.....	.....	32,522 $\frac{82}{100}$	45,734 81	520,599 $\frac{57}{100}$	
Cayuga.....	Haldimand.....	54 $\frac{50}{100}$	654 00	875	The decrease shown in the area of land sold during the year is explained by the fact that during that period no new townships have been placed in the market.
Brantford.....	Brant.....	46 $\frac{33}{100}$	1,115 00	.....	
Tyendinaga.....	Hastings.....	204	405 00	3,421	
Port Credit and part of Township of Toronto.	.....	.....	3,520 00	.....	
Rama.....	.....	.....	.....	.....	
Village of Azoff.....	.....	.....	.....	.....	
Ouiatchouan.....	Chicoutimi	.....	.....	13,070	
Viger.....	Temiscouata.....	.....	.....	.....	
Thorah Island.....	Ontario	.....	.....	134	
Hyck's Island, River Trent	Trent.....	.....	.....	.....	
Islands in River St. Lawrence.....	.....	466 $\frac{10}{100}$	1,358 20	1,333 $\frac{80}{100}$	
		33,293 $\frac{41}{100}$	52,787 01	539,433 $\frac{37}{100}$	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

J. V. DEBOUCHERVILLE,
Clerk in charge of Land Sales.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th January, 1882.

TABULAR STATE

AGRICULTURAL and

PROVINCES.	Indian Population, Resident on Reserves.	Quantity of Land Cultivated.	New Land made in 1880-81.	Houses or Huts.	Barns or Stables.	Ploughs.	Harrows.	Waggons.	Fanning Mills.	Threshing Machines.	Other Implements.	Horses.	Cows.
		acres.	acres.										
Ontario	15,584	58,128	1,294	3,004	1,638	1,290	920	963	364	26	5,055	2,652	215
Quebec	6,159	9,175	307	904	462	248	191	292	21	17	1,522	517	55
*Nova Scotia	1,515	1,085	66	228	46	23	18	25	.....	...	388	36	7
New Brunswick	1,416	2,216	22	302	95	21	32	11	1	...	361	36	31
P. E. Island	290	88	8	63	5	2	2	2	.....	...	50	3	.....
†Manitoba	10,539	1,220	.....	2,105	465	268	266	155	5	...	5,997	322	49
‡N. W. Territories	11,459	3,553¼	4,644¾	768	100	.....	.....	.....	.....	...	.....	70	.....
§British Columbia	.....	.....	.....	255	31	306	210	.....	.....	...	777	9,247	412
Totals	46,962	75,365¼	6,341¾	7,629	2,842	2,158	1,639	1,448	391	43	14,149	12,883	744

* No Tabular Statements have been received from the Agents of Districts Nos. 1, 8 and 12.
† Inspector McColl's Report contains further statistical information regarding the Indians within
‡ For further statistics see Tabular Statement accompanying Commissioner Dewdney's Report.
§ No Tabular Statements having been received from British Columbia the figures given in last
‖ Fish, furs and oils to the value of $739,056 were exported during the year 1881; the greater portion

THOS. F. S. KIRKPATRICK,
Clerk of Statistics.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 31st December, 1881.

MENT No. 2.

Industrial Statistics.

Sheep.	Pigs.	Oxen.	Young Stock.	Corn.	Wheat.	Oats.	Peas.	Barley.	Rye.	Buckwheat.	Potatoes.	Hay.	Fish, Value.	Furs, Value.	Other Industries.
				bush	bush.	bush.	bush.	bush.	bush	bush	bush.	tons.	$	$	$
1,625	4,968	692	2,517	51,331	57,014	64,006	19,607	17,893	1,955	1,049	71,841	5,471	22,136	41,099	36,231
157	827	39	650	5,292	6,931	16,809	6,752	881	67	2,750	17,261	1,827	777	36,791	57,849
57	30	13	86	130	149	520	51	100	80	92	5,258	343	1,788	420	5,065
11	113	9	53	34	190	4,120	39	.....	.....	1,935	10,250	405	784	4,764	9,614
.....	4	2	2	4	80	200	2	.....	.....	.....	1,600	34	350	40	3,300
7	110	292	580	1,247	3,142	208	10	680	.... ..	.....	37,322	3,011	101,365	94,973	1,300
.....	.....	164	.....	.....	6,172	4,580	333	8,900	.....	.....	19,891	2,582	.....	.....	.....
128	1,673	133	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	273,501
1,985	7,725	1,344	3,888	58,038	73,678	90,443	26,794	28,454	2,102	5,826	163,423	13,673	127,200	178,087	386,860

the Manitoba Superintendency.

year's Report are republished.
of these exports were the product of Indian labor.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

TABULAR STATE

SHEWING the Condition of the various Indian Schools in the Dominion (from

Schools.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
ONTARIO.		$ cts.	
Alderville	M. B. Sanderson	250 00	Indian School Fund and Methodist Missionary Society
Bear Creek	Jacob Henry	200 00	Band
Cape Crocker	James Keatley	300 00	do
Carradoc	Joseph Fisher	200 00	do
Christian Island	Allan Salt, jun	250 00	Indian School Fund and Methodist Missionary Society
Port William, girls	Josephine Martin	200 00	Indian School Fund
do boys	Thos. F. Stakum	200 00	do
French Bay	Isabella McIver	200 00	Band
Garden River, Protestant	John Esquiman	200 00	Indian School Fund
do Roman Catholic	Rev. T. Ouellet	200 00	do
Georgina Island	Robert Mayes	300 00	do and Methodist Missionary Society
Golden Lake	Jennie Ryan	150 00	Indian School Fund
Henvey Inlet	Wm. Riley	200 00	Band and Indian School Fund
Hiawatha	Lila Buchanan	250 00	Indian School Fund and Methodist Missionary Society
Kettle Point	Moses Waucaush	250 00	Band
Mattawan	Sister Ste. Thecla	100 00	Indian School Fund
Mississaga	Minnie E Riordan	200 00	do
Mohawk Institution	Robt. Ashton, Principal		New England Company
Moraviantown	Daniel Edwards	350 00	Band
Mount Elgin Industrial Institution	Thos. Cosford		*See* remarks
Muncey (Back Settlement)	John Nicholas	200 00	Band
do (Lower)	Scobie Logan	200 00	Indian School Fund and Church of England
New Credit	John H. Scott	350 00	Band and Indian School Fund
Oneida	Elizabeth Hyndman	250 00	Indian School Fund and Methodist Missionary Society
do	J. T. Schuyler		Church of England
Parry Island	Eliza Tobias	200 00	Band and Indian School Fund
do	Alex. Madwayosh	200 00	do do
Rama	Maggie Armstrong	250 00	Indian School Fund and Methodist Missionary Society
Red Line	Charlotte Roberts	250 00	do do
Saugeen	F. M. Goodridge	200 00	do do
Shawanaga	Amelia Chechock	200 00	Band and Indian School Fund
Shesiguaning	Mary McKeon	200 00	Indian School Fund
Shequiandah	Fred. Frost	300 00	do
Shingwauk Home	Rev. E. F. Wilson, Principal		*See* remarks
Carried forward		6,800 00	

MENT No. 3.

which Returns have been received) for the Year ended 30th June, 1881.

Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling.	Number Writing.	Number Learning Arithmetic.	Number learning Grammar.	Number Learning Geography.	Number Learning History.	Number Learning Music and Singing.	Number Learning Drawing.	Remarks.
63	14	54	17	54	14	21	.....	.....	.....	Catechism.
31	12	31	12	17	1	2	.....	.....	.....	
35	18	35	15	33	.....	33	.....	.....	.....	
27	15	24	15	15	3	3	.....	.....	.....	
32	11	32	12	11	1	4	.....	.....	.....	
30	25	27	13	22	3	4	4	.....	.....	Catechism, French and Indian.
23	11	23	14	14	14	14	8	11	.....	
29	12	26	17	26	10	17	.....	.....	.....	
21	12	21	5	17	1	20	.....	.....	.....	
37	20	37	21	31	5	27	.....	32	.....	
18	11	18	10	19	2	7	.....	.....	.....	
19	6	19	9	14	.....	.....	.....	.....	.....	
32	12	32	16	22	2	3	.....	.....	.....	Scripture.
30	11	30	23	25	9	13	1	24	.....	Dictation.
20	12	19	8	13	1	3	.....	14	6	Catechism, dictation.
28	15	28	12	28	1	.....	.....	.....	.....	
19	16	19	7	2	7	19	.....	.....	.....	
88	88	88	88	88	88	88	30	87	.....	
47	25	47	21	19	16	17	.....	42	29	Object lessons.
53	52	53	53	53	19	19	.....	.....	.....	An industrial and boarding school, $60 per annum each, for 50 pupils, contributed from Indian Funds. The boys are taught trade and farming; the girls, sewing, housework, &c.
21	10	21	7	11	.....	7	.....	.....	.....	
17	14	17	7	17	2	4	.....	.....	.....	
26	17	26	19	19	19	19	1	.....	.....	
50	20	50	10	33	1	13	.....	12	.....	Catechism.
56	22	40	.....	37	1	14	.....	.....	.....	
33	12	33	12	24	.....	.....	.....	.....	19	Knitting and crocheting.
8	6	8	4	5	.....	.....	.....	.....	.....	Open two quarters only.
34	14	34	11	34	2	14	.....	32	14	Sewing.
23	8	23	12	17	7	12	.....	.....	.....	Catechism.
18	6	18	3	14	2	4	.....	5	.....	
23	8	23	12	15	.....	3	.....	.....	20	
32	14	32	13	29	1	21	.....	32	.....	
23	10	23	10	23	.....	9	.....	18	5	Church catechism.
18	15	18	13	17	10	14	4	.....	.....	An industrial school; all resident. $60 per annum each for thirty pupils contributed from Indian Funds. The boys learn farming, trades, printing, &c.
1,064	574	1,029	521	818	242	448	48	309	93	

TABULAR STATE

SHEWING the Condition of the various Indian Schools in the Dominion (from

Schools.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
		$ cts.	
Brought forward		6,800 00	
ONTARIO—*Continued.*			
Six Nations.			
No. 2 on Grand River	Floretta Maracle		
3 do	Lydia Lewis		
5 do	S. R. Hill		
6 do	M. Tench		
7 do	Anna Jones		
8 do	Sarah Davis		
9 do	Nelles Monture		
10 do	Maria Gordon		
Sidney Bay	David Craddock	200 00	Band
South Bay	Sophie de Lamorandière	200 00	Indian School Fund
Stoney Point	Dora Weaver	200 00	Indian School Fund and Methodist Missionary Society
Stone Ridge	Ben. Carpenter	250 00	do do
St. Clair	E. A. Barrett	300 00	do do
Thomas School	David Hill	200 00	Indian School Fund
Tyendinaga	Jane McCullough	250 00	Band
do	E H. Blanchard	150 00	do
do	Susan Breault	150 00	do
Walpole Island	James Cameron	300 00	Band and Church of England
do	Adam Jacobs	300 00	Indian School Fund and Methodist Missionary Society
Wawanosh Home	R. Renison	600 00	Indian School Fund
West Bay	Dennis J. Riordan	200 00	do
White Fish Lake	James McKay	200 00	do
Wikwemikong, boys	Joachim Kochmstedt	300 00	do
do girls	Lucy Haessly	300 00	do
Wikwemikongsing	Agatha Gahbow	200 00	do
Total Ontario		11,100 00	
QUEBEC.			
Caughnawaga	E. R. A. Fletcher Mrs. E. R. A. Fletcher	250 00 100 00	Indian School Fund
Cornwall Island	Timothy Arirhon	200 00	do
Lake St. John	Madame L. E. Otis	150 00	do
Lorette	Odelie Pelisson	200 00	do
Maniwaki	Sister M. du St. Sauveur	150 00	do
Maria	C. A. Pritchard	150 00	do
Oka (village)	Ella J. Akin	250 00	Indian School Fund and Methodist Missionary Society
Oka (country)	Charlotte C. Athrine	200 00	do do
Restigouche	Fabien Gauthier	150 00	Indian School Fund
St. Francis (Protestant)	H. L. Masta	250 00	do
do (Roman Catholic)	Jos. Laurent	290 00	do
St. Régis	Mary Bannon	200 00	do
Temiscamingue	Sister St. Antoine	100 00	do
Total Quebec		2,640 00	

MENT No. 3—*Continued.*

which Returns have been received) for the Year ended 30th June, 1881.

Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling.	Number Writing.	Number Learning Arithmetic.	Number Learning Grammar.	Number Learning Geography.	Number Learning History.	Number Learning Music and Singing.	Number Learning Drawing.	Remarks.
1,064	574	1,029	521	818	242	448	48	309	93	
42	17	42	5	10	9	28	.....	.....	.....	
31	12	31	4	39	17	17	.....	.....	.....	
18	7	17	7	17	7	7	.....	.....	.....	
36	9	36	9	35	11	11	.....	.....	.....	
44	17	43	17	38	4	4	.....	.....	.....	
31	12	26	7	26	8	8	.....	.....	.....	
40	11	40	12	27	13	13	.....	.....	.....	
35	12	35	4	32	4	7	.....	.....	.....	
13	6	13	8	8	2	7	.....	.....	.....	
20	10	14	8	19	3	.....	.....	15	.....	
13	8	13	9	10	4	6	.....	.....	.....	
28	9	28	1	14	.....	.....	.....	.....	.....	
43	21	43	12	43	.....	13	4	33	.....	
43	17	43	20	38	25	18	.....	.....	.....	
35	16	35	8	24	7	9	.....	.....	.....	
30	13	30	6	30	1	14	6	.....	.....	
18	8	18	7	8	1	8	.....	.....	.....	
27	12	27	8	8	.....	.....	.....	.....	.....	
70	28	42	18	18	.....	18	.....	19	.....	
18	17	18	10	18	2	14	.....	.....	.....	
27	22	27	4	27	.....	.....	.....	.....	.....	
23	12	23	7	14	.....	.....	.....	.....	.....	
57	46	57	23	40	20	20	.....	20	.....	
76	58	73	57	73	25	25	.....	.....	.....	Industrial arts taught.
25	12	25	15	22	6	2	.....	25	.....	
1,907	986	1,828	806	1,456	411	697	58	421	93	
59	32	59	23	31	9	7	.....	.....	.....	
27	16	27	12	12	2	8	.....	.....	.....	
37	15	31	19	22	6	1	7	.....	.....	
30	25	30	27	20	7	5	6	.....	.....	
15	10	15	10	11	4	3	.....	.....	.....	
20	10	20	6	15	1	1	1	.....	.....	
45	29	45	21	26	1	2	.....	45	.....	
16	10	16	4	8	.....	1	.....	.....	.....	
18	9	18	7	9	.....	1	.....	.....	.....	
17	11	17	10	12	3	3	4	.....	.....	
45	19	45	23	20	10	6	.....	.....	.....	
28	14	28	13	13	.....	1	.....	.....	.....	
47	30	47	9	30	.....	17	.....	47	.....	
404	230	398	184	229	43	56	18	92	.....	

TABULAR STATE

SHEWING the Condition of the various Indian Schools in the Dominion (from

Schools.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
NOVA SCOTIA.		$ cts.	
Bear River	T. C. Kerr	264 00	Parliamentary Appropriation
Eskasoni	Roderick McMillan	200 00	
Indian Cove	Kate Jollymour	100 00	
Whycocomagh	John McEachen	200 00	
Total Nova Scotia		764 00	
NEW BRUNSWICK.			
Burnt Church	M. B. Dumaresq	200 00	do do
Tobique	Mary E. Hartt	150 00	
Total New Brunswick		350 00	
PRINCE EDWARD ISLAND.			
Lennox Island	Jno. O. Arsenault	200 00	do do
MANITOBA AND THE NORTH-WEST TERRITORIES.		$12 *per capita* per annum on daily average attendance, up to $300.	
Assisippi	Rev. J. Hinds		Parliamentary Appropriation; some also receive salaries from other sources.
Beren's River	W. J. Hope		
Broken Head River	Wm. Dennet		
Eagle Hills	R. Jefferson		
Ebb and Flow Lake	Jas. Asham		
Fairford River	Wm. Anderson		
Fort Macleod	J. McLean		
Fort Alexander (Protestant)	D. D. Macdonald		
do (Roman Catholic)	Rev. J. Tabouret		
Fisher River	Louisa Lyuess		
Isle à la Crosse	Sister Langelier		
Islington	J. C. Richardson		
John Smith's Reserve	Bernard Brewster		
Lake St Martin	Francis Storr		
Little Saskatchewan	Benjamin Thom		
Morleyville	A. Sibbald		
Moosoomin	Katie Clink		
Muskeg Lake	G. Chapeltière		
Norway House	S. E. Batty		
Onion Lake	Rev. C. Quinny		
Pas	Rev. H. Cochrane		
St. Albert	Sisters of Charity		
St. Peters (North)	Rev. H. Cochrane		
do (South)	J. J. Merritt		
do (Roman Catholic)	Rev. J. Allard		
Whitefish Lake	J. A. Youmans		
Total Manitoba and N.W.T.			

MENT No. 3—*Continued.*

which Returns have been received) for the Year ended 30th June, 1881.

Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling.	Number Writing.	Number learning Arithmetic.	Number learning Grammar.	Number learning Geography.	Number learning History.	Number learning Music and Singing.	Number learning Drawing.	Remarks.
23	11	23	7	18	2	1	.....	.....	.....	
22	8	22	6	4	3	3	.....	.....	.....	
33	12	33	.....	32	.....	.....	.....	26	.....	
29	11	29	13	11	5	11	.....	.....	.....	
107	42	107	26	65	10	15	.....	26	.....	
31	16	30	.....	31	.....	.....	.....	.....	.....	
36	30	36	15	25	.....	.....	.....	.....	.....	
67	46	66	15	56	.....	.....	.....	.....	.....	
18	5	18	10	12	2	12	.....	5	.....	
22	12	20	5	20	1	3	.....	9	.....	
17	6	17	6	17	4	2	.....	.....	.....	One quarter.
33	12	33	1	3	.....	.....	.....	.....	.....	
27	21	27	10	27	2	.....	.....	27	.....	
20	18	20	6	6	3	2	.....	.....	.....	
45	31	45	10	22	7	7	.....	.....	.....	
20	19	19	4	19	.....	2	.....	.....	.....	
23	8	23	8	9	1	.....	.....	.....	.....	
31	18	25	18	12	7	6	.....	.....	.....	
44	12	44	10	13	7	7	.....	.....	.....	
40	40	40	35	35	11	35	.....	42	.....	
52	24	13	2	1	.....	.....	.....	.....	.....	June quarter only.
32	23	32	2	32	.....	.....	.....	.....	.....	Two quarters only.
27	23	27	4	10	1	1	.....	.....	.....	
11	7	11	4	3	.....	.....	.....	.....	.....	do
56	38	56	4	47	.....	.....	.....	.....	.....	One quarter.
40	20	40	5	30	.....	.....	.....	.....	.....	
27	15	27	.....	.....	.....	.....	.....	.....	.....	do
55	15	55	11	55	.....	.....	.....	.....	.....	do
29	15	.....	.....	.....	.....	.....	.....	.....	.....	do return incomplete.
60	4	60	15	15	5	5	.....	.....	.....	Only open in July, 1880.
60	29	.....	.....	.....	.....	.....	.....	.....	.....	Returns incomplete.
48	41	48	.....	33	4	4	.....	47	.....	June quarter only.
50	18	50	20	35	7	12	.....	.....	.....	September and December quarters.
61	31	61	21	18	3	3	.....	.....	.....	March quarter.
41	20	41	.....	20	.....	17	.....	41	.....	
971	520	834	201	598	63	106	.....	16	.....	

TABULAR STATE

SHEWING the Condition of the various Indian Schools in the Dominion (from

Schools.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
BRITISH COLUMBIA.		$ cts.	
Fort Rupert	E. M. Hall	$12 *per capita* per annum on daily average attendance, up to $300.	Parliamentary Appropriation; some also receive salaries from other sources.
Fort Simpson	Sister M. Lawrence		
Hazleton	Jane H. Ridley		
Kincolith	Henry Schutt		
Kitlahdamax	George Robinson		
Massett	George Sneath		
Metlahkathlah	S. Leegaic		
Naas, Grenville	Anna Stirton		
St. Mary's Mission	Sister M. Lumena		

MENT No. 3—*Continued.*

which returns have been received) for the Year ended 30th June, 1881.

Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling.	Number Writing.	Number learning Arithmetic.	Number learning Grammar.	Number learning Geography.	Number learning History.	Number learning Music and Singing.	Number learning Drawing.	Remarks.
31	14	31	10	23	1	1	.....	.....	.....	
86	32	86	24	46	1	2	.....	.....	.....	
104	21	100	6	100	.....	4	.....	.....	.....	
48	20	48	9	48	.....	.....	.....	48	.....	
46	18	46	.....	46	.....	.....	.....	.....	.....	December quarter only.
60	19	60	9	15	.....	.....	.....	.....	.....	do and March quarter.
156	63	156	.....	.....	.....	.....	.....	156	.....	
61	26	61	31	61	.....	.....	.....	.....	.....	
50	46	50	44	38	33	33	.....	.....	.....	
652	259	638	133	368	45	40	.....	204	.....	

TABULAR Statement No. 3, showing the condition of the various Indian Schools, &c.—*Concluded.*

RECAPITULATION.

Provinces.	Pupils.
Ontario	1,907
Quebec	404
Nova Scotia	107
New Brunswick	67
Prince Edward Island	18
North-West Territories	971
British Columbia	652
Total	4,126

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

T. F. S. KIRKPATRICK,
Clerk of Statistics.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

TABULAR STATEMENT NO. 4.

CENSUS RETURN OF RESIDENT AND NOMADIC INDIANS IN THE DOMINION OF CANADA, BY PROVINCES.

ONTARIO.

Algonquins of Carleton		21
do	Golden Lake	80
do	Renfrew	176
Chippewas and Munsees of the Thames		612
do	Ottawas and Pottawattamies of Walpole Island	801
do	of Sarnia, Kettle Point and Sauble	509
do	Snake Island	138
do	Rama	259
do	Saugeen	359
do	Nawash	392
do	Beausoliel	317
do	Lake Superior	1,782
do	North Shore of Georgian Bay	575
do	Garden River and Batchewana Bay	698
Moravians of the Thames		274
Mississaguas of Mud Lake		155
do	Rice Lake	104
do	Scugog	45
do	Alnwick	211
do	New Credit	214
Mohawks of the Bay of Quinté		911
Oneidas of the Thames		688
Ojibbewas and Ottawas of Manitoulin and Cockburn Islands		1,641
do	of Lake Huron	1,515
Six Nations on the Grand River		3,215
Wyandotts of Anderdon		88
Total		15,780

PROVINCE OF QUEBEC.

Abenakis of St. Francis		261
do	Becancour	52
Algonquins of River Desert		413
do	Temiscamingue	198
do	South Pontiac	68
do	North Pontiac	520
do	Hull	66
do	Piccanock	21
do	Hincks	15
do	Eagle River	22
do	Bouchette	9
do	Tomasine	196
do	Kakebonga	92
do	Bowman	8
do	Lievres West	54
do	Mulgrave	20
do	St. Angelique	3
do	Ripon	4
do	North Nation	44
do	Argenteuil	6

Algonquins of	Doncaster	8
do	Montcalm	12
do	Joliette	5
do	Berthier	6
do	Richelieu	3
do	Iberville	7
do	Maskinonge	20
do	St. Maurice	184
do	Compton	5
do	Portneuf	3
Amalicites of	Temiscouata	73
do	Viger	115
Hurons of	Lorette	273
Iroquois of	Caughnawaga	1,463
do	St. Regis	1,057
do	and Algonquins of the Lake of Two Mountains	480
Micmacs of	Gaspé Basin	50
do	Maria	98
do	Restigouche	435
Montagnais of	Betsiamits	442
do	Escoumains	46
do	Godbout	37
do	Grand Romaine	245
do	Lake St. John	309
do	Mingan	178
do	Moisie	7
Naskapees of	the Lower St. Lawrence	2,860
Natasquan		36
Seven Islands		271
St. Augustine		271
	Total	11,071

PROVINCE OF NOVA SCOTIA.

Micmacs of	Annapolis, Digby, Yarmouth and Shelburne	362
do	Kings County	88
do	Queens	95
do	Lunenburg	58
do	Halifax	155
do	Hants	169
do	Colchester	100
do	Cumberland	94
do	Pictou	197
do	Antigonish and Guysboro'	162
do	Richmond	246
do	Inverness	100
do	Victoria	144
do	Cape Breton	249
	Total	2,219

PROVINCE OF NEW BRUNSWICK.

Micmacs of	Restigouche	32
do	Gloucester	28
do	Northumberland	440

Micmacs of Kent	280
do Westmoreland	134
Amalicites of Madawaska	30
do Victoria	140
do Carleton	36
do Charlotte	63
do St. Johns	17
do York, Sunbury, Kings and Queens Counties	216
Total	1,416

PROVINCE OF PRINCE EDWARD ISLAND.

Micmacs	290

PROVINCE OF MANITOBA AND THE NORTH-WEST TERRITORIES.

Chippewas and Crees of Treaty No. 1	3,736
do do do 2	1,037
do Salteaux do 3	2,703
do do and Crees of Treaty No. 4	7,014
do do do do 5	3,224
Plain and Wood Crees of Treaty No. 6	8,223
Blackfeet of Treaty No. 7	7,789
Resident Sioux	2,000
Total	35,726

ATHABASKA DISTRICT.

Plain Crees	18
Wood Crees	809
Assiniboines	13
Chipweyans	1,303
Beavers	255
Total	2,398

PROVINCE OF BRITISH COLUMBIA.

Aht Nation.

Ohey-aht	262
She-sha-aht	161
How-chuck-les-aht	91
Opet-ches-aht	53
To-quh-aht	47
W-ltoo-ilth-aht	287
E-koolth-aht	48
Estimates of the remaining tribes not included in the above	2,551
Bella Coola and Ilet Suck, estimated at	2,500
Comox (3 bands)	88
Cowichan Nation:—	
Esquimalt	77
Songhees	182
Nanaimo	223
Skwaw-mish	639
Soke	39

Tche-a-nook	54
Ke-tlay-nup	24
Li-icks-sun	49
Hal-alt	44
Pa-nel-a-kut	239
Ku-leets	117
Sick-a-meen	36
So-me-naw	112
Kwaw-ma-chin	201
Ka nip-sum	65
Ko-ne-a-kun	89
Clem Clem-a-lits	167
Kevil-kiva-sha-lah	31
Tlip-pah-lis	29
Sno-no-wus	17
Kwa-le-cum	20
Chah-thul-elp-il	104
Tsah-wit-ook	71
Pau-kwe-chin	93
Tsi-klum	41
She-shell	167
Ska-sah-ah	20
Koo-na-mich	15
Hydah nation, estimated at	2,500
Quackeweth	3,500
Tsimpsheean	5,000

Mainland Bands.

Samamhoo	65
Tsowassan	52
Misqueam	92
False Creek	42
Capitano Creek	41
Mission, Burrard Inlet	123
Seymour Creek	22
No. 3 Reserve, Burrard Inlet	39
Co-quit-lum	36
Katsey	127
Langley	106
Whonock	30
Matsqui	76
Sumas, No. 1	19
" No. 2	12
" No. 3	41
Nicoamen	14
Sque-am	25
Klatawars	16
Schurye	28
Co-qua-piet	26
Squehala	30
Squah	71
Assylitch	12
Skokale	34
Yak-y-you	44
To-ylee	51
Harrison Mouth	41

Chehales	131
Squatils	45
Cheam	95
Popkum	18
Skowall	48
Hope	25
Ohamille	65
Ewahoos	96
Yale	267
Spuzzum	237
Boston Bar	316
Boothroyds	251
Kanaka Flat	106
Siska Flat	67
Skappah	55
Lytton	590
Niconien	93
Cook's Ferry	282
Nicola	522
Smilkameen	56
Okanagan (Keremeus)	136
Bonaparte	100
Kamloops	254
North Thompson and Canoe Lake	144
Dead Man's Creek	82
South Thompson (Niskahnuith)	140
Adams Lake	150
Little Suswap Lake	98
Spelemcheen	118
Head of Okanagan Lake	248
Penticton	144
Okanagan Mission	67
Osoyoos	117
Remaining Indians in Superintendency estimated at	8,522
Total	35,052

RUPERT'S LAND.

Rupert's House	400
Fort George	450
Little Whale River	50
Nitchequon	180
Osnaburgh	350
Martin's Falls	300
Long Lake	250
New Brunswick	150
Albany	100
Mattamgimingue	120
Abittibi	450
Flying Post	100
Mettachewan	50
Long Portage Post	50
Moose Factory	420
Waswanapee	200
Mistasine	150
Total	3,770

RECAPITULATION.

Ontario	15,780
Quebec	11,071
Nova Scotia	2,219
New Brunswick	1,416
Prince Edward Island	290
Manitoba and North-West Territories	35,726
Athabaska District	2,398
British Columbia	35,052
Rupert's Land	3,770
Total	107,722

NOTE—No complete census of the Indians of Athabaska District, British Columbia, or Rupert's Land having been received, the figures, as respects those places, given in last year's Report are republished.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

THOS. F. S. KIRKPATRICK,
Clerk of Statistics.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

(Received too late to appear in its proper place.)

QU'APPELLE, N.W.T., 19th January, 1882.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following Report of matters connected with Treaty No. 4 during the year ended 30th June, 1881.

In my previous report I alluded to eleven new bands having, for the first time, gone on their reserves. I have, since then, visited these Indians as well as all the others under my supervision, and I am happy to report that the chiefs, head men, and others who have made permanent homes are quite reconciled to their new mode of living.

No difficulty has been experienced by me or any of the Farm Instructors; on the contrary, I have on all occasions found them willing to learn.

There appeared at one time a little dissatisfaction and jealousy among the chiefs on the choice of the reserves at the Crooked and Round Lakes; I was able to effect an amicable understanding amongst them, and when Mr. Nelson, D.L.S., the gentleman instructed to locate the reserves, proceeded to work, he had no difficulty in satisfying each band as to their boundaries.

I may here state that in 1877 these bands had been allotted reserves on the north side of the Qu'Appelle River; owing to the want of timber for building and fencing purposes, it was considered advisable to move them to the south side.

The area of each reserve has been allotted to each band in proportion to the pay-sheets of 1879, the year in which the largest number of Indians were paid their annuities.

The Agency Farms were also visited by me during the summer and winter; a much smaller area of land has been broken up during the year, owing to more work being carried on, on the reserves.

A large quantity of provisions was supplied during the winter on the reserves, and at the Indian Office; wherever work could be procured in exchange the instrutors did not fail in doing so.

I think I may safely say that, with a further supply of seed, oxen and ploughs, the Indians who have attended to their patches of cultivated land during the past year, will, after the approaching season, be of little burden to the country.

A few cases of small-pox of a mild form were reported at this office, in the month of March, by Hospital-Sergeant Holmes of the North-West Mounted Police.

The Lieut.-Governor of the Territories was immediately communicated with; a proclamation was issued throwing part of the Territories into a Health District, with a Board of Health for the same. I lost no time in reporting matters to the Indian Commissioner; through his instructions the necessary medicines, &c., were forwarded to this office.

The infection was confined to five houses, and I have to report two deaths.

I must here express my satisfaction at the assistance given by Inspector Steele, who placed at my disposal, as President of the Board of Health, men and horses whenever they were required; also to Hospital-Sergent Holmes for his attendance during the winter to the constant calls made upon him by sick Indians, and frequent personal attendance at their camps.

I have the honor to be, Sir,

Your obedient servant,

A. McDONALD,

Indian Agent.

PART II.

RETURN A (1.)

Of Officers and Employés of the Department of Indian Affairs, for the Year ended 30th June, 1881.

HEADQUARTERS.

Designation.	Name.	Annual Salary.	When appointed to Department.	By whom Appointed.	Date of First Appointment to the Civil Service.	Remarks.
		$ cts.				
Superintendent-General	The Right Hon. Sir J. A. Macdonald, K.C.B., G.C.M.G.					Holds this office combined with that of Minister of the Interior.
Deputy Superintendent-General	L. Vankoughnet	3,200 00	Feb. 13, 1861	Governor in Council	Feb. 13, 1861	
Accountant	Robert Sinclair	1,650 00	June 1, 1873	do	April —, 1859	
Clerk in charge of Land Sales	J. V. DeBoucherville	1,400 00	July 1, 1868	do	May —, 1864	
Corresponding Clerk	A. N. McNeill	1,400 00	do 1, 1874	do	July 1, 1874	
Clerk of Indices	M. Benson	950 00	April 22, 1876	do	April 22, 1876	
Assistant Accountant	F. W. Smith	1,100 00	Sept. 1, 1873	do	Oct. 13, 1870	
Clerk of Statistics	T. F. S. Kirkpatrick	1,100 00	Aug. 6, 1873	do	Aug. 6, 1873	
Assistant Correspondent	J. D. McLean	800 00	Oct. 25, 1876	do	Oct. 25, 1876	
Stenographer	W. B. Richardson	1,100 00	Dec. 26, 1876	do	June 3, 1873	Service ceased 30th June, 1881.
Assistant Clerk of Land Sales	Thomas Coffey, jun.	600 00	July 17, 1878	do	July 17, 1878	
Clerk of Stationery and Suppiy	H. G. Maingy	650 00	do 1, 1879	do	do 1, 1879	
Clerk of Records	S Stewart	650 00	do 1, 1879	do	do 1, 1879	
Copying Clerk	J. Delisle	600 00	June 23, 1880	do	do 8, 1879	
Assistant Clerk of Records	J. O. Cuthbert	700 00	Oct. 1, 1880	do	March—, 1879	
Book-keeper	D. C. Scott	700 00	do 1, 1880	do	Dec. 15, 1879	
Assistant Book-keeper	B. H. G. Vicars	900 00	Jan. 1, 1881	do	Feb. 9, 1880	
Messenger	H. J. Brook	500 00				
do	F. W. Gowan					Extra. $1 per diem.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN A (2).

Of Officers and *Employés of the Department of Indian Affairs for the Year ending 30th June, 1881.*

Outside Service.

ONTARIO.

Names.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts.		
William Plummer	Superintendent	1,700 00	Toronto	With $200 per annum for travelling expenses and 3 per cent. on timber dues collected.
R. G. Dalton	Clerk	800 00	do	
ωJ. T. Gilkison	Superintendent	1,610 00	Brantford	With $140 for travelling expenses, and $200 a year for house and office rent.
H. Andrews	Clerk	900 00	do	
J. C. Phipps	Superintendent	1,200 00	Manitowaning	With $100 per annum for travelling expenses and 3 per cent. on timber and land sales.
McGregor Ironsides	Clerk and Interpreter	720 00	do	
E. Watson	Superintendent	1,100 00	Sarnia	With $100 per annum for travelling expenses.
Chas. Skene	do	900 00	Parry Sound	With actual travelling expenses, $60 per annum office rent, 5 per cent. commission on collections up to $2,000, and 2½ per cent. on collections above that amount.
Wm. Van Abbott	Agent	500 00	Sault Ste. Marie	With $68.50 for office rent and fuel, and 3 per cent. commission on collections.
T. G. Pile	Indian Lands Agent		Desoronto	5 per cent. commission on land sales. No other remuneration.
Thos. Gordon	Agent	600 00	Strathroy	With 3 per cent. on timber dues.
Amos Wright	do	600 00	Prince Arthur's Landing.	
Mathew Hill	do	350 00	Shannonville	
A. B Cowan	Indian Lands Agent	250 00	Gananoque	With $100 for travelling expenses.
J. F. Day	do		Bruce Mines	5 per cent. on collections up to $2,000, and 2½ per cent. on collections in excess of that sum. No other remuneration.
B. B. Miller	do		Wiarton	5 per cent. on collections up to $2,000, and 2½ per cent. on sums in excess of that amount. No other remuneration.

RETURN A (2)—Of Officers and Employés of the Department of Indian Affairs, for the Year ending 30th June, 1881—*Continued.*

OUTSIDE SERVICE—*Continued.*

ONTARIO—*Continued.*

Name.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts		
C. B. Savage	Indian Lands Agent	400 00	Gore Bay	With $120 for office rent.
B. W. Ross	do	400 00	Cockburn Island	With 5 per cent on collections up to $2,000, and 2½ per cent. on sums in excess of that amount.
John Beattie	Agent	200 00	Highgate	
Henry George	do		Eganville	10 per cent. on disbursements up to $200. (Mr. George has since resigned.)
John Wallace		25 00	On the Islands	Guardians of Islands in St. Lawrence.
A. Root		25 00		
J. L. Thompson		25 00		

QUEBEC.

A. LeBel, jun.	Agent	150 00	Rivière du Loup	5 per cent. commission on land sales up to $2,000, 2½ on any collections in excess of that amount.
John Davidson	do		Dundee	10 per cent. commission on collections, 2½ per cent. on disbursements. No other remuneration.
Chas. Logue	do	600 00	Maniwaki	
L. E. Otis	do	300 00	Pointe Bleu	
G. E. Cherrier	do	400 00	Caughnawaga	With $60 a year for office rent.
John McGirr	do	500 00	Oka	
L. F. Boucher	do	400 00	Betsiamits	With $100 for rent, light and fuel.
J. Gagne	do	50 00	Maria	
O. Drapeau	do	50 00	Cross Point	
H. Vassal	do	200 00	Pierreville	With 10 per cent. on collections, 2½ per cent. on disbursements.

RETURNA (2)—*Continued.*

Missionaries receiving remuneration from the Department of Indian Affairs for services performed among Indians, to the 30th June, 1881.

ONTARIO AND QUEBEC.

Name.	Address.	Annual Allowance.	Denomination.	Remarks.
		$ cts.		
Rev. L. Trahan	Pierreville	235 00	Roman Catholic	Abenakis of St. Francis.
Rev. V. Larivière	do	140 00	Protestant	do do
Rev. F. Marcoux	St. Regis	452 32	Roman Catholic	Iroquois of St. Regis. $250 of this amount is paid by Iroquois of St. Regis.
Rev. H. P. Chase	Munceytown	400 00	Protestant	Chippewas of Thames.
Rev. A. Jamieson	Baby's Point	400 00	do	Chippewas of Walpole Island.
Rev. G. Giroux	Lorette	225 96	Roman Catholic	Hurons of Lorette.
Rev. T. Van de Moortel	Gaspé		do	Micmacs of Gaspé. No salary.
Rev. E. H. M. Baker	Tyendinaga	400 00	Protestant	Paid by the Mohawks of the Bay of Quinté.
Rev. L. S. Malo	Becancour		Roman Catholic	Abenakis of Becancour. No salary.
Rev. R. J. Gouvin	St. Irene		do	No salary.

RETURN A (2)—*Continued.*

MEDICAL MEN employed by the Department of Indian Affairs to the 30th June, 1881, showing the Tribes which they attend.

Name.	Name of Tribe they Attend.	Annual Salary.	Remarks.
		$ cts.	
J. A. Reed	Batchewana and Garden River		Actual service by account.
P. H. Spohn	Chippewas of Beausoliel	150 00	
H. Wigle	do Nawash	250 00	
G. H. Corbett	do Rama	100 00	
A. McLaren	do Sarnia		do do
do	do Thames		do do
Alex. Scott	do Sarnia		do do
do	do Thames		do do
John Gascaden	do do		do do
W. S. Scott	do Saugeen	200 00	
— David	do Walpole Island		do do
— Jackson	do do		do do
Jas. Morrison	do do		do do
Wm. Nollen	Mississaguas of Alnwick		do do
P. E. Jones	do Credit	250 00	
A. McLaren	Mohawks of Bay of Quinté	250 00	Part borne by Management Fund.
J. Newton	do do	250 00	do do
R. D. Swisher	Moravians of Thames	150 00	
R. H. Dee	Six Nations	1,780 00	Resident Physician's services devoted exclusively to the tribe; this amount includes medicines.
Wm. McCargo	do	500 00	
— Carneau	River Desert		Actual service by account.
P. A. Shee	Mic-Macs of Gaspé	80 00	Salary paid paid from Province of Quebec Indian Fund.
V. J. A. Venner		100 00	do do do
L. Beauchamp	Indians of Chicoutimi		Actual service by account.
A. G. Matte	Lake St. John Indians		Has charge of the hospital at Pointe Bleu; paid from Province of Quebec Fund; actual service by account.
W. S. Francis	Tribes on Manitoulin Island	1,000 00	Salary borne by Management Fund.
Oronhyatekha	Chippewas of Thames	300 00	do do

RETURN A (2)—Of Officers and Employés of the Department of Indian Affairs, for the year ending 30th June, 1881—*Continued.*

OUTSIDE SERVICE—*Continued.*

BRITISH COLUMBIA.

Name.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts.		
I. W. Powell, M.D	Visiting Superintendent	3,000 00	Victoria	With travelling expenses.
H. Moffat	Superintendent's Assistant	1,500 00	do	
W. H. Lomas	Agent	1,200 00	Cowichan	
H. Guillod	do	1,200 00	West Coast	Provisionally appointed.
G. Blenkinsop	do	1,200 00	Kwawkewlth	With travelling expenses.
P. McTiernan	do	1,000 00	Fraser River	
H. Cornwall	do	1,200 00	Kamloops	
A. E. Howse	do	1,200 00	Okanagan	

NOVA SCOTIA.

John Harlow	Agent	200 00	Bear River	District No. 1, for Counties of Annapolis, Digby, Yarmouth and Shelburne.
J. E. Beckwith	do	25 00	Canning	do No. 2, for King's County.
Rev. Thos. Butler	do	37 50	Caledonia	do No. 3, for Queen's County.
Rev. E. J. McCarthy	do	37 50	Chester	do No. 4, for County Lunenburg.
Rev. D. C. O'Connor	do	33 33	Bedford	do No. 5, for County Halifax.
James Gass	do	16 66	Shubenacadie	do No. 6 "a," for County Hants.
D. H. Muir	do	16 66	Truro	do No. 6 "b," for County Colchester.
Dr. A. T. Clark	do	33 33	Parrsboro'	do No. 7, for County Cumberland.
Rev. R. McDonald	do	100 00	Pictou	do No. 8, for County Pictou.
Rev. W. Chisholm	do	100 00	Antigonish	do No. 9, for Counties Antigonish and Guysboro'
Rev. J. McDougall	do	100 00	Red Island	do No. 10, for County Richmond, C.B.
Rev. D. McIsaac	do	50 00	River Inhabitants	do No. 11, for County Inverness.

RETURN A (2)—Of Officers and Employés of the Department of Indian Affairs, for the Year ended 30th June, 1881—*Continued.*

OUTSIDE SERVICE—*Continued.*

NOVA SCOTIA—*Continued.*

Name.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts.		
Rev. R. Grant	Agent	50 00	Grand Narrows	District No. 12, for County Victoria (appointed provisionally).
Rev. M. McKenzie	do	100 00	Christmas Island	do No. 13, for County Cape Breton.

NEW BRUNSWICK.

Chas. Sargeant	Visiting Superintendent	400 00	Chatham	North Eastern Superintendency.
Wm. Fisher	do	300 00	Fredericton	South Western do
Moses Craig	Agent	100 00	Perth	Agent for Counties of Victoria and Madawaska.
Rev. J. J. O'Leary	Missionary	100 00	Tobique	
Rev. J. C. McDevitt	do	200 00	Fredericton	
Rev. P. W. Dixon	do	100 00	Newcastle	
Rev. W. Morrisey	do	100 00	Oak Point	
J. S. Benson, M.D.	Medical Officer	125 00	Newcastle	

PRINCE EDWARD ISLAND.

John O. Arsenault	Agent	500 00	Lennox Island	Salary as Agent ..... $200.00 do Teacher ..... 200.00 Allowance for travelling expenses. 100.00

NORTH-WEST TERRITORIES, MANITOBA AND KEEWATIN.

Edgar Dewdney	Indian Commissioner		3,200 00		
James F. Graham	Acting Superintendent, Manitoba Superintendency		1,600 00	Winnipeg	
Elliott T. Galt	Assistant Commissioner		1,600 00		
T. Page Wadsworth	Inspector of farms and agencies in North-West Territories		1,600 00		
E. McColl	Inspector of Indian agencies, Manitoba Superintendency		1,800 00	Winnipeg	
A. McDonald	Indian Agent		1,200 00	Qu'Appelle	
W. L. Orde	Commissioner's Clerk		1,400 00	Shoal Lake	
N. T. MacLeod	Agent		1,000 00	Fort MacLeod	
W. Anderson	do		1,200 00	Edmonton	
H. Reed	do		1,200 00	Battleford	
E. Allen	do		1,000 00	Fort Walsh	
L. Herchmer	Agent to several bands in Treaties 2 and 4, and Sioux on Assiniboine		1,000 00	Bird Tail Creek	
J. McIntyre	Agent		730 00	Savanne	Also instructs in farming.
R. J. N. Pither	do		1,000 00	Fort Francis	
H. Martineau	do		1,000 00	Oak Point	
A. M. Muckle	do		600 00	St. Peters	
J. Kent	do		400 00	Fort Alexander	
George McPherson	do		1,000 00	Assabaskasing	
F. Ogletree	do		600 00	Portage la Prairie	
A. Mackay	do		1,000 00	Grand Rapids	
N. Chastellaine	Interpreter		250 00	Fort Francis	
Dr. J. Kittson	Medical Superintendent		700 00	Fort Walsh	Surgeons to N.-W. Mounted Police, Surgeons Kennedy and Miller each to receive at the rate of $600 per year from 1st Jan., 1881. O.C., 25th May, 1881.
Dr. R. Miller, M.D	Medical Officer		500 00	Shoal Lake	
Dr. George Kennedy	do		500 00	Fort MacLeod	
C. A. Lawford	Farming Instructor, Farm No.	1	480 00	Bird Tail Creek	
James Johnston	do	do 2	730 00	Côté's Reserve	
J. Setter	do	do 3	730 00	Crooked Lake	
George Newlove	do	do 4	730 00	Qu'Appelle	
A. Klein	do	do 5	480 00	File Hills	Left on 31st March; farm in charge of assistant.
James Scott	do	do 6	730 00	Touchwood Hills	
J. J. English	do	do 7	730 00	Maple Creek	
J. Tomkins	do	do 8	730 00	Duck Lake	
W. A. Loucks	do	do 9	730 00	Prince Albert	
George Chaffey	do	do 10	730 00	Carleton	
C. D'Aunais	do	do 11	730 00	Eagle Hills	
S. Ballendine	do	do 12	600 00	Battle River	
D. L. Clink	do	do 13	480 00	Jack Fish Creek	
P. J. Williams	do	do 14	730 00	Fort Pitt	
J. Delaney	do	do 15	730 00	Frog Lake	
E. Higgins	do	do 16	730 00	Saddle Lake	
W. O'Donnell	do	do 17	480 00	Lac le Noune	

RETURN A (2)—Of officers and Employés of the Department of Indian Affairs, for the Year ending 30th June, 1881—*Concluded.*

OUTSIDE SERVICE—*Concluded.*

NORTH-WEST TERRITORIES, MANITOBA AND KEEWATIN—*Concluded.*

Name.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts.		
S. B. Lucas	Farming Instructor, Farm No. 18	730 00	Peace Hills	
D. McDougall	do do 19	730 00	Morleyville	
J. Norrish	do do 20	730 00	Blackfoot Crossing	
C. Kettles	do do 21	730 00	Piegan Reserve	
J. McDougall	do do 22	730 00	Blood Reserve	
Samuel Bruce	do do 23	730 00	Pincher Creek	
J. J McHugh	do do 24	730 00	Fish Creek	
A. Cameron	do do 25	480 00	Moose Mountain	
J. A. Grant	do do 26	540 00	Sarcee Reserve	

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN "B" INCLUDES SIXTY-TWO SUBSIDIARY STATEMENTS FOLLOWING.

ANALYZED BALANCE SHEET, showing the condition of the INDIAN FUND on the 30th June, 1881; the Additions to and Deductions therefrom, during the Year 1880-81; and the Balance at the Credit of the various Tribes and Funds, on the 30th June, 1881.

Balances of the Accounts of the several Tribes and Funds on 30th June, 1880.				REVENUE.						Total Credits, 1880-81.	Name of Tribe or Fund.	EXPENDITURE.				Total Debits, 1880-81.	Balances of the Accounts of the Several Tribes and Funds on the 30th June, 1881.			
				Available (with Balance at Credit of Interest) for distribution during year 1880-81.				Placed to Credit of Capital Account and not distributable.				By Certificates.		By Transfers.						
Total Balances.	At Credit of Capital Account.	At Debit of Interest Account.	At Credit of Interest Account.	From Interest accrued during the year.	From Legislative Grants.	From Rents, Fines and Refunds.	From Transfers from other Accounts to Credit of Interest.	From Transfers from other Accounts to Credit of Capital.	From sale of Land, Stone, Timber, &c.			On Capital Account.	On Interest or Distribution Account.	From Credit of Capital Account.	From Credit of Interest Account.		At Credit of Interest Account.	At Debit of Interest Account.	At Credit of Capital Account.	Total Balances.
			(1)	(2)	(3)	(4)	(5)	(6)	(7)			(1)	(2)	(3)	(4)					
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	*Ontario.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
11,090 86	10,905 17		185 69	554 56		228 67	106 62		557 12	1,446 97	Batchewana Indians		715 03	55 71	92 07	862 81	268 44		11,406 58	11 675 02
54,227 19	53,609 98		617 21	2,779 72		8 90			1,955 71	4,744 33	Chippewas of Beausoleil		2,791 62	195 58	0 53	2,987 73	613 68		55,370 11	55,983 79
292 134 44	288,821 84		3,312 60	15,203 12		49 75			10,155 17	25,408 04	do Nawash	2,193 93	15,004 80	1,015 51	2 93	18,217 17	3,557 74		295,767 57	299,325 31
51,301 40	50,705 94		595 46	2,637 00		11 28			997 94	3,646 22	do Rama		2,630 81	99 80	0 43	2,731 04	612 50		51,604 08	52,216 58
172,112 32	171,006 48		1,105 84	9,007 60			33 50	312 30	8,861 84	18,215 24	do Sarnia	3,534 00	8,817 06	894 69		13,245 75	1,329 88		175,751 93	177,081 81
233,160 77	230,403 88		2,756 89	12,254 36		49 75			7,225 33	19,529 44	do Saugeen	40 15	12,202 91	722 77	2 93	12,968 76	2,855 16		236,866 29	239,721 45
23,690 14	23,415 01		275 13	1,218 20		3 82			916 32	2,138 34	do Snake Island		1,224 88	91 63	0 22	1,316 73	272 05		24,239 70	24,511 75
69,585 22	69,232 43		352 79	3,609 24		25 00			575 37	4,209 61	do Thames		3,715 50	729 84	75 00	4,520 34	196 53		69,077 96	69,274 49
59,537 15	58,898 68		638 47	3,022 08		309 37	400 00		2,475 80	6,207 25	do Walpole Island		3,614 32	247 58	224 00	4,085 90	531 60		61,126 90	61,658 50
1,066 66	1,062 33		4 33	53 36		160 00			89 51	302 87	Fort William Band		333 60	8 95	1 20	343 75		117 11	1,142 89	1,025 78
907 00	887 86		19 14	45 36		10 00				55 36	French River Indians						74 50		887 86	962 36
28,936 80	28,451 77		485 03	1,446 84		320 38	75 00		542 02	2,384 24	Garden River Indians	599 46	1,967 84	54 21	9 30	2,630 81	350 11		28,340 12	28,690 23
1,999 83	1,975 04		24 79	99 96						99 96	Henvey's Inlet Indians		99 76			99 76	24 99		1,975 04	2,000 03
10,808 81	10,573 55		235 26	540 44		88 00				628 44	Lake Nipissing Indians		640 59		5 28	645 87	217 83		10,573 55	10,791 38
189 75	146 39		43 36	9 52						9 52	Manitoulin Island Indians (unceded)						52 88		146 39	199 27
528 67	346 29		182 38	26 44		27 00				53 44	Meganattewan Indians				1 62	1 62	234 20		346 29	580 49
80.831 64	79,775 79		1,055 85	4,243 76		64 00			2 516 56	6,824 32	Mississaguas of Alnwick	88 75	4,371 67	251 66	3 84	4,715 92	988 10		81,951 94	82,940 04
119,564 67	118,456 86		1,107 81	6,545 24		118 35			1,448 95	8,112 54	do Credit		6,544 18	144 90		6,689 08	1,227 22		119,760 91	120,988 13
56,992 40	56,239 64		662 76	2,845 12		2 50			23 30	2,870 92	do Rice and Mud Lakes		2,847 85	2 33		2,850 18	662 53		56,260 61	56,923 14
11,655 96	11,544 57		111 39	582 76		630 00			41 95	1,254 71	do Scugog		835 96	4 20	37 80	877 96	450 39		11,582 32	12,032 71
112,248 68	111,272 46		976 22	6,017 44		320 00			3,684 05	10,021 49	Mohawks of Bay of Quinté	1,267 75	6,135 50	368 44	12 30	7,783 99	1,165 86		113,320 32	114,486 18
156,403 22	154,737 74		1,665 48	7,991 20			50 00	1,160 00	972 15	10,173 35	Moravians of Thames		7,021 08	84 44	1,000 00	8,105 52	1,685 60		156,785 45	158,471 05
2,692 31	2,658 99		33 32	134 60						134 60	Munsees of Thames		159 27			159 27	8 65		2,658 99	2,667 64
75,451 97	74,737 15		714 82	3,772 60		474 20	116 25		15,837 92	20,230 97	Ojibbewas and Ottawas of Manitoulin Island	430 00	3,842 50	1,626 79	23 75	5,923 04	1,211 62		88,548 28	89,759 90
52,720 71	48,000 00		4,720 71	2,636 00	8,777 72	100 00				11,513 72	Ojibbewas of Lake Huron		10,784 05		116 25	10,900 30	5,334 13		48,000 00	53,334 13
42,592 61	40,000 00		2,592 61	2,129 64	5,222 28					7,351 92	do Lake Superior		6,862 80			6,862 80	3,081 73		40,000 00	43,081 73
3,062 32	3,031 84		30 48	153 12		15 50			902 27	1,070 89	do Mississagua River		145 32	88 00		233 32	53 78		3,846 11	3,899 89
320 90	280 04		40 86	16 04		22 50		40 00		78 54	Oneidas of Thames	40 00	44 87			84 87	34 53		280 04	314 57
34,654 96	34,381 80		273 16	1,732 72		77 00	25 00	50 00	4,739 91	6,624 63	Parry Island Indians	50 00	1,715 91	478 99	50 00	2,294 90	341 97		38,642 72	38,984 69
3,880 10	3,832 09		48 01	194 00		15 63				209 63	Pottawattamies of Walpole Island		224 76			224 76	32 88		3,832 09	3,864 97
999 03	986 67		12 36	49 96		40 00			372 23	462 19	Serpent River Indians		49 83	37 22		87 05	52 49		1,321 68	1,374 17
788,658 98	779,168 10		9,490 88	45,685 28		287 48		10,010 00	4,194 87	60,177 63	Six Nations of Grand River	355 90	36,155 46	419 49	10,000 00	46,930 85	9,308 18		792,597 58	801,905 76
2,652 80	2,612 00		40 80	132 64		8 00			1,509 40	1,650 04	Shawanaga Indians		140 28	150 94		291 22	41 16		3,970 46	4,011 62
2,869 62	2,832 15		37 47	143 48						143 48	Spanish River Indians		145 08			145 08	35 87		2,832 15	2,868 02
7,884 29	7,805 52		78 77	394 20					1,352 92	1,747 12	Thessalon River Indians	30 00	374 42	135 30		539 72	98 55		8,993 14	9,091 69
914 14	900 00		14 14	54 72						54 72	Tootoomenai and Band		55 18			55 18	13 68		900 00	913 68
305 97	286 16		19 81	15 32		14 02			821 73	851 07	Whitefish River Indians		31 30	82 17		113 47	17 85		1,025 72	1,043 57
69,827 59	68,988 88		838 71	3,648 16		200 60	200 60	200 00	1,792 21	6,040 37	Wyandotts of Anderdon	5,000 00	3,619 83	179 22	400 00	9,199 05	867 04		65,801 87	66,668 91
											Quebec.									
994 66	889 13		105 53	52 76		457 95				510 71	Abenakis of St. Francis		472 27		27 48	499 75	116 49		889 13	1,005 62
331 80	316 00		15 80	16 60						16 60	do Becancour						32 40		316 00	348 40
1,321 79	1,243 02		78 77	66 12						66 12	Amalacites of Isle Vert and Viger		9 50			9 50	135 39		1,243 02	1,378 41
142 24	133 43		8 81	7 12						7 12	Golden Lake Indians		2 00			2 00	13 93		133 43	147 36
406 93	384 20		22 73	20 32		117 72				138 04	Hurons of Lorette				7 06	7 06	153 71		384 20	537 91
11,189 34	10.9 5 85		283 49	569 84		1,133 10			674 26	2,377 20	Iroquois of Caughnawaga		1,322 54	67 42	200 22	1,590 18	463 67		11,512 69	11,976 36
30,303 55	29.882 74		420 81	1,775 16		2,995 36	147 97		60 00	4,978 49	do St. Regis		3,012 54	5 30	179 72	3,197 56	2,147 04		29,937 44	32,084 48
1,309 89	966 50		343 39	65 52					34 10	99 62	Lake St. John Indians		593 09	3 41		596 50		184 18	997 19	813 01
1,952 48	1,122 67		229 81	71 08		9 68				80 76	Lake of Two Mountains Indians				0 58	0 58	309 99		1,122 67	1,432 66
3,045 75	2,345 96		699 79	152 28		60 00				212 28	Nipissinguas, &c, of Upper Ottawa				1 80	1 80	910 27		2,345 96	3,256 23
30,049 20	29,451 94		597 26	1,533 80		355 27			793 25	2,682 32	River Desert Indians		1,958 31	76 72	12 06	2,047 09	515 96		30,168 47	30,684 43
											British Columbia.									
5,066 22	5,066 22			253 32		300 70				554 02	Indians of British Columbia	107 80		21 18		128 98			5,491 26	5,491 26
											Manitoba and North-West Territories.									
342 69	342 69			17 16					2,542 80	2,559 96	Indians of Manitoba and North-West Territories	428 35		223 68		652 03			2,250 62	2,250 62
											Nova Scotia.									
1,428 81	1,428 81			71 44					111 51	182 95	Indians of Nova Scotia	1,365 80		10 30		1,376 10			235 66	235 66
											New Brunswick.									
1,458 05	1,458 05			72 88					169 60	242 48	Indians of New Brunswick	91 90		12 16		104 06			1,596 47	1,596 47
2,561 06	2,567 28	6 22		128 08					575 68	703 76	Tobique Indians	213 68	92 08	57 57		363 33	29 78		2,871 71	2,901 49
											Prince Edward Island.									
26 24	26 24			1 32						1 32	Indians of Prince Edward Island								27 56	27 56
											Funds Belonging to Ontario.									
1,030 28	725 06		305 22	51 52						51 52	Clench, J. B						356 74		725 06	1,081 80
2,531 37	2,500 00		31 37	126 60						126 60	Maiville, Nancy		126 32			126 32	31 65		2,500 00	2,531 65
1,518 83	1,500 00		18 83	75 96						75 96	Manace, James		75 80			75 80	18 99		1,500 00	1,518 99
2,025 34	2,000 00		25 34	101 24						101 24	Wabbuck, William		101 27			101 27	25 31		2,000 00	2,025 31
											Funds Belonging to Quebec.									
51,554 30	49,965 72		1,588 58	2,664 52	4,450 00		250 00			7,364 52	Province of Quebec Indian Fund		8,209 62			8,209 62	743 48		49,965 72	50,709 20
											Funds Common to Ontario and Quebec.									
100,740 63	106,469 82	5,729 19		6,044 44	1,600 00	727 06	8,404 40			16,775 90	Indian Land Management Fund	2,800 00	27,476 89		35 00	30,311 89		16,465 18	103,669 82	87,204 64
4,911 91	4,527 38		384 53	245 60		147 21			469 50	862 31	Suspense Account	479 50	181 85	46 95	108 62	806 92	486 87		4,480 43	4 967 30
145,195 14	142,912 83		2,282 31	7,481 80	5,000 00	20 50				12,502 30	Indian School Fund	1,490 00	17,685 91		254 00	19,429 91		3,155 30	141,422 83	138,267 53
3,039,210 38	3,002,102 63	5,735 41	42,843 16	163,292 28	25,050 00	10,005 65	9,808 74	11,772 30	80,023 25	299,952 22		20,596 97	207,185 81	8,695 05	12,885 99	249,363 82	44,397 57	19,921 77	3,065,322 98	3,089,798 78

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBT. SINCLAIR,
Accountant, Indian Affairs.

L. VANKOUGHNET,
Dept. Supt.-General of Indian Affairs.

RETURN B.

No. 1.

DR. BATCHEWANA INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments—					
Chief Nubenagooching salary		100 00	By Balance, June 30th, 1881	10,905 17	185 69
			Land and timber sales	557 12	
			Rents collected		284 49
Sundry Payments.			1st instalment for refund of amount advanced in 1879 for seed		50 80
Cost of medicines		31 72	Interest on invested capital		554 56
Medical attendance		9 50			
Percentage on collections carried to credit of Management Fund	55 71	17 07			
Distribution of interest money		648 81			
Balance, 30th June, 1881	11,406 58	268 44			
	11,462 29	1,075 54		11,462 29	1,075 54
			Balance, 30th June, 1881	11,406 58	268 44

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 2.

DR. CHIPPEWAS OF BEAUSOLEIL in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance 30th June, 1880	53,609 98	617 21
			Land and timber sales	1,955 71	
			Rents collected		8 90
			Interest on invested capital		2,779 72
Salaries.					
Noah Assance, Chief		50 00			
John Assance do		50 00			
Allen Salt, Secretary and Interpreter		50 00			
P. H. Spohn, Physician		150 00			
Pension.					
James Assance		25 00			
Sundry Payments.					
Percentage on collections carried to credit of management fund	195 58	0 53			
Distribution of interest money		2,466 62			
Balance 30th June, 1881	55,370 11	613 68			
	55,565 69	3,405 83		55,565 69	3,405 83
			Balance 30th June, 1881	55,370 11	613 68

L VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 3.

DR. CHIPPEWAS OF NAWASH in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.
Salaries.		
Wm. McGregor, Chief		100 00
Wm. Angus, Second Chief		50 00
F. Lamorandière, Secretary and Interpreter		150 00
James Toman, Councillor		20 00
D. Elliot do		20 00
Jos. Wabazee do		20 00
P. J. Kegedonce, Pension		50 00
Widow Jas. Nawash do		20 00
do Luke Snake do		20 00
Thos. Koseyah, sen. do		20 00
Mary Jones do		20 00
Widow John Thomas do		12 48
Mrs. John Smith do		20 00
Mary McGregor do		20 00
D. Johnson, Messenger		20 00
Jos. Waboozee do		20 00
Widow Thomas Macquinah, Sexton		25 00
John Akiwenzie do		12 48
Jos. Wahbahdick, for three orphans		37 48
Hiram Wigle, M.D., Physician		56 60
Bella C. Simpson, Teacher		150 00
D. Craddock do		200 00
Peter Elliott do		50 00
James Keatly do		75 00
Sundry Payments.		
Paul & Son, plans and inspection of new Council house	197 80	
Meaford Building and Manufacturing Co., for contract for Council house	1,750 00	
Carried forward	1,947 80	1,189 04

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1880	288,821 84	3,312 60
Land and timber sales	10,155 17	
Rents collected		49 75
Interest on invested capital		15,203 12
Carried forward	298,977 01	18,565 47

RETURN B—*Continued.* No. 3.

DR. CHIPPEWAS OF NAWASH in Account Current with the Department of Indian Affairs—*Concluded.* CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward	1,947 80	1,189 04	Brought forward	298,977 01	18,565 47
Rice, Lewis & Son, for bell for Council house	135 00				
Sundry persons, for improvements on land	71 00				
John Elliott, part of refund on account of interest paid in error	27 79				
H. W. Lessor, refund on account of dues paid in error	12 34				
L. Vankoughnet, to pay Marine and Fisheries Department for fishing license for 1881	.....	25 00			
Distribution of interest money	.....	13,790 76			
Percentage on collections carried to credit of Management Fund	1,015 51	2 93			
To Balance	295,767 57	3,557 74			
	298,977 01	18,565 47		298,977 01	18,565 47
			By Balance, 30th June, 1881	295,767 57	3,557 74

L. VANKOUGHNET,
Deputy Supt.-Gen of Indian Affairs.

DEPARTMENT OF IDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 4.

DR. CHIPPEWAS OF RAMA in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
J. B. Naningishkung, Chief		75 00	By Balance on 30th June, 1880	50,705 94	595 46
G. H. Corbett, Physician		100 00	Land and Timber sales	997 94	
			Interest on invested capital		2,637 00
			Rent collected		11 28
Sundry Payments.					
Elisha Sandy, Secretary		3 00			
John Young, funeral expenses of child		4 00			
Percentage on collections carried to credit of Management Fund	99 80	0 43			
Distribution of Interest money		2,448 81			
Balance 30th June, 1881	51,604 08	612 50			
	51,703 88	3,243 74		51,703 88	3,243 74
			Balance 30th June, 1881	51,604 08	612 50

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBTERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 5.

DR. CHIPPEWAS of SARNIA in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	171,006 48	1,105 84
			Land and timber sales	9,174 14	
			Interest on invested capital		9,007 60
			Fines collected		25 00
Salaries.					
John Sumner, Chief		100 00			
Wilson Jacob do		30 00			
Elijah George do		30 00			
Jos. Wawanosh do		30 00			
Silas Waubemong do		30 00			
Wm. Wawanosh, Interpreter		125 00			
do Secretary		100 00			
Robert George, Chapel Steward		50 00			
Sampson Jackson do		10 00			
John Johnson do		10 00			
James Wawanosh, Messenger		30 00			
Amelia Weaver, Teacher		62 50			
Adam Kiyoshk do		218 75			
Moses Wacocosh do		37 50			
Pensions.					
Mrs. J. Wawanosh		125 00			
Mrs. D. B. Wawanosh		100 00			
Wm. Wawanosh		150 00			
Sundry Disbursements.					
Supplies for sick, etc		1,099 04			
Medical attendance and medicine		189 78			
Books, &c., for schools		22 35			
Surveys of roads		6 00			
Expenses of Deputation to Grand Council		56 00			

Repairs to Teachers' house		35 00			
Grant towards the purchase of an organ		50 00			
Great Western Railway for building crossing on Albert Street, in Town of Sarnia		139 04			
Work on ditches	264 50				
Allowance for improvements on land	3,278 00				
Distribution of interest money		5,972 60			
Percentage on collections carried to account of Management Fund	886 19				
Balance, 30th June, 1881	175,751 93	1,329 88			
	180,180 62	16,138 44		180,180 62	16,138 44
			Balance, 30th June, 1881	175,751 93	1,329 88

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, June 30th, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B— *Continued.* No. 6.

DR. CHIPPEWAS OF SAUGEEN in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	230,403 88	2,756 89
H. H. Madwayosh, Chief		100 00	Land and timber sales	7,185 18	
John Kadahgegwon do		100 00	Rents collected		49 75
Fred Wabazee, Councillor		12 00	Interest on investe l capital		12,254 36
John George do		12 00			
D. Azhewahsegai do		12 00			
Richard Noon do		12 00			
Joshua Madwishwind, Councillor		12 00			
William Simon, Sexton		50 00			
David Root do		30 00			
Peter John, Messenger		12 00			
Ralph Johnston do		12 00			
M. B. Madwayosh, Secretary and Interpreter		200 00			
W. S. Scott, Physician		180 00			
Isabella McIver, Teacher		200 00			
Pensions.					
Jane Wegwoss		25 00			
H. S. Jones' child		50 00			
Sundry Disbursements.					
Distribution of interest money		11,183 91			
Percentage on collection carried to credit of Management Fund	722 77	2 93			
Balance, 30th June, 1881	236,866 29	2,855 16			
	237,589 06	15,061 00		237,589 06	15,061 00
			Balance, 30th June, 1881	236,866 29	2,855 16

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 7.

DR. CHIPPEWAS OF SNAKE ISLAND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	23,415 01	275 13
Thos. Bigcanoe, Chief		80 00	Land and timber sales	916 32	
			Interest on invested capital		1,218 20
Sundry Payments.			Rent collected		3 82
Noah Snake, services as Caretaker of church, six months		12 50			
Percentage on collections carried to credit of Management Fund	91 63	0 22			
Distribution of interest money		1,132 38			
Balance, 30th June, 1881	24,239 70	272 05			
	24,331 33	1,497 15		24,331 33	1,497 15
			Balance, 30th June, 1881	24,239 70	272 05

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant,

RETURN B.—*Continued.* No. 8.

DR. CHIPPEWAS OF THE THAMES, in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.
Salaries.		
John Henry, Chief and Interpreter		100 00
Joseph Fisher, Councillor		12 00
John Henry do		12 00
Nelson Beaver do		12 00
James Fox do		12 00
Jos. French do		12 00
Joseph Fisher, Teacher		200 00
A. A. Jones do		200 00
Jacob Henry do		200 00
Adam Halfday, Messenger		30 00
Ephraim Turner do		30 00
Noah Fox do		25 00
John Tomigo, Pension		20 00
George King do		20 00
Isaac M. Cady, Forest Bailiff		20 00
D. Sinclair, M.D.		50 00
Sundry payments.		
A. McLaren, M D., attendance		81 35
John Cascaden, M.D. do		131 85
J. G. Begg, for supplies		116 66
McGreggor Bros.		116 67
Allowance to School Trustees		24 00
J. Cosford, repairs to burial ground		7 50
do for coffins		48 00
James Fox, wood for school		26 00
do stove for do		15 00
Thos. Crow, repairs to do		45 00

	Capital.	Interest.
By Balance 30th June, 1880	$ cts. 69,232 43	$ cts. 352 79
Land and timber sales	63 07	
Interest on invested capital		3,609 24

Nelson Beaver, tuition of children		6 00			
Distribution of interest money		2,192 47			
Percentage on collections carried to the credit of Management fund	57 54				
Moravians of the Thames for transfer of amount credited in error	160 00				
To Balance	69,077 96	196 53			
	69,295 50	3,962 03		69,295 50	3,962 03
			Balance 30th June, 1881	69,077 96	196 53

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 9.

DR. CHIPPEWAS OF WALPOLE ISLAND in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
	$ cts.	$ cts.
To the following payments:—		
Salaries.		
Joshua G. Bird, Chief		30 00
James Saugee do		20 00
Joseph Kowsod do		20 00
H. P. Johnston do		20 00
James Penahsheance, Messenger		36 00
Phillip Kiyoshk do		36 00
Charles Kiyoshk do		50 00
James Cameron, Teacher		75 00
Sundry Payments.		
Allowance to Pathmasters		14 00
Law costs		10 25
Funeral expenses		171 79
Cost of protecting trapping grounds		61 97
Supplies to sick and needy		459 41
Supplies for schools		16 34
Stationery, postage, &c		8 38
Medical attendance		91 55
Costs in connection with dispute between Treaty and non-Treaty Indians		60 00
Distribution of interest moneys		2,433 63
Percentage on collections carried to credit of Management Fund	247 58	24 00
Balance, 30th June, 1881	61,126 90	531 60
	61,374 48	4,169 92

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1880	58,898 68	638 47
Land and timber	2,475 80	
Rents		509 37
Interest on invested capital		3,022 08
	61,374 48	4,169 92
By Balance, 30th June, 1881	61,126 90	531 60

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B—Continued. No. 10.

DR. *FORT WILLIAM BAND* in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance 30th June, 1880	1,062 33	4 33
One ox yoke and chain		6 25	Sale of timber	89 51	
Yoke of oxen		143 00	Rent collected		60 00
Distribution of interest money		184 35	Trespass fees		100 00
Percentage on collections carried to credit of Management Fund	8 95	1 20	Interest on invested capital		53 36
Balance 30th June, 1881	1,142 89		Balance 30th June, 1881		117 11
	1,151 84	334 80		1,151 84	334 80
Balance 30th June, 1881		117 11	Balance 30th June, 1881	1,142 89	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 11.

DR. FRENCH RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1881	887 86	74 50	By Balance, 30th June, 1881	887 86	19 14
			Rents collected	.....	10 00
			Interest on capital invested	.....	45 36
	887 86	74 50		887 86	74 50
			By Balance, 30th June, 1881	887 86	74 50

L. VANKOUGHNET,
Deputy Supt.-Gen of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

No. 12.

DR. GARDEN RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	28,451 77	485 03
			Land and timber sales	542 02	
Chief Augustin		112 50	Rents collected		171 00
do Pequetchenene		60 00	Refund of amount advanced to purchase seed grain		149 38
Sundry Disbursements.			Interest on invested capital		1,446 84
Medical attendance and medicine		42 23			
Insurance on storehouse		10 00			
Wood for school		9 00			
Refund of amount overpaid on lot sold in Garden River	99 46				
Amount paid Commissioner of Crown Lands, Toronto, for improvements on roads on the Reserve	500 00				
Distribution of interest money		1,659 11			
Percentage on collections carried to credit of Management Fund	54 21	9 30			
Balance, 30th June, 1881	28,340 12	350 11			
	28,993 79	2,252 25		28,993 79	2,252 25
			Balance, 30th June, 1881	28,340 12	350 11

L. VANKOUGHNET.
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 13.

DR. HENVEY'S INLET INDIANS, in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Distribution of interest moneys		99 76	By Balance 30th June, 1880	1,975 04	24 79
Balance 30th June, 1881	1,975 04	24 99	Interest on capital invested		99 96
	1,975 04	124 75		1,975 04	124 75
			Balance 30th June, 1881	1,975 04	24 99

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 14.

DR. *LAKE NIPISSING INDIANS in Account Current with the Department of Indian Affairs.* CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts		$ cts.	$ cts.
To the following payments :—					
Distribution of interest moneys	.....	640 59	By Balance 30th June, 1880	10,573 55	235 26
Percentage on collections carried to credit of Management Fund	.....	5 28	Rents collected	.....	88 00
Balance, 30th June, 1881	10,573 55	217 83	Interest on invested capital	.....	540 44
	10,573 55	863 70		10,573 55	863 70
			Balance, 30th June, 1881	10,573 55	217 83

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 15.

DR. MANITOULIN ISLAND INDIANS (unceded portion) in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance 30th June, 1881	146 39	52 88	By Balance 30th June, 1880	146 39	43 36
			Interest on capital invested		9 52
	146 39	52 88		146 39	52 88
			Balance 30th June, 1881	146 39	52 88

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

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DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B – *Continued.*

No. 16.

DR. MEGANATTEWAN INDIANS in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	346 39	182 38
Percentage on collections carried to credit of Management Fund		1 62	Rents collected		27 00
Balance, 30th June, 1881	346 39	234 20	Interest on invested capital		26 44
	346 39	235 82		346 39	235 82
			Balance, 30th June, 1881	346 39	234 20

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B - *Continued.* No. 17.

DR. MISSISSAGUAS OF ALNWICK in Account Current with the Department of Indian Affairs. DR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	79,775 79	1,055 85
			Land and timber sales	2,516 56	
Mitchell Chubb, Chief		100 00	Rents collected		64 00
Wm. Crow, Secretary		48 00	Interest on invested capital		4,243 76
Thos. Marsden, Councillor		24 00			
Jas. Marsden, do		24 00			
Hiram Beaver, do		24 00			
Joshua Blaker, do		24 00			
Joseph Beaver, Sexton		40 00			
Mary Ann Crow, Organist		20 00			
George Harper, collecting rents		40 00			
Sundry Payments.					
Paul & Son, Architect's services *in re* new school house	88 75				
Wm. Nollen, M.D., medical services		62 50			
Wm. Plummer, expenses visiting reserve		17 40			
Distribution of interest money		3,947 77			
Percentage on collections carried to credit of Management Fund	251 66	3 84			
Balance, 30th June, 1881	81,951 94	988 10			
	82,292 35	5,363 61		82,292 35	5,363 61
			Balance, 30th June, 1881	81,951 94	988 10

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen., of Indian Affairs.

RETURN B—*Continued.* No. 18.

DR. *MISSISSAGUAS OF THE CREDIT* in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	118,456 86	1,107 81
Salaries.			Land sales	1,448 95	
			Sales of baskets		32 45
P. E. Jones, Chief		177 78	Interest on invested capital		6,545 24
Chas. Herchimer, Chief and Interpreter		100 00			
P. E. Jones, Physician		250 00			
James McLean, Forest Warden		100 00			
James Tobico, Sexton		25 00			
James A Wood, Messenger		25 00			
Alex. Scott, Teacher		350 00			
Pensions.					
David Sawyer		111 11			
James Keshego		25 00			
Widow Cheechock		25 00			
do Herchimer		25 00			
do Young		25 00			
do Wilson		25 00			
do Second		25 00			
do Wabaneeb		25 00			
Sundry Payments.					
Supplies		350 59			
Postage		13 16			
Support of orphans		10 00			
Expenses of Delegation		14 00			
Repairs to buildings		22 00			
Expenses in connection with the late Margaret Fox		148 51			
Carried forward		1,872 15	Carried forward	119,905 81	7,685 50

RETURN B—*Continued.* No. 18.

DR. MISSISSAGUAS OF THE CREDIT in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		1,872 15	Brought forward	119,905 81	7,685 50
Funeral expenses		104 00			
Law costs		149 77			
Fire losses		42 50			
Sundries		43 58			
Distribution of interest money		4,246 28			
Percentage on collections carried to credit of Management Fund	144 90				
Balance	119,760 91	1,227 22			
	119,905 81	7,685 50		119,905 81	7,685 50
			By Balance, 30th June, 1881	119,760 91	1,227 22

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

No. 19.

RETURN B—*Continued.*

Dr. MISSISSAGUAS OF RICE AND MUD LAKES in Account Current with the Department of Indian Affairs. Cr.

—	Capital.	Interest.
	$ cts.	$ cts.
To the following payments :—		
Salaries.		
To Joseph Whetung, Chief		25 00
M. G. Pandash do		25 00
Robt. Pandash, Councillor		4 00
James Howard do		4 00
Robt. Soper do		4 00
John Rice, Secretary and Interpreter		20 00
John Taylor, Sexton		20 00
R. B. Crow do		25 00
James Loucks, Messenger		10 00
Pensions.		
To Mrs. Nogee		13 00
Polly Nangun		10 00
Wm. Elm		5 00
Sundry Payments.		
To Distribution of interest moneys		2,680 35
Percentage on collections carried to credit of Management Fund	2 33	
Balance, 30th June, 1881	56,260 61	662 53
	56,262 94	3,507 88

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1880	56,239 64	662 76
Land sales	23 30	
Interest on invested capital		2,845 12
	56,262 94	3,507 88
Balance, 30th June, 1881	56,260 61	662 53

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 20.

DR. MISSISAGUAS OF SCUGOG, in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	11,544 57	111 39
			Land and timber sales	41 95	
Chief Johnston		50 00	Rents collected		630 00
			Interest on invested capital		582 76
Sundry Payments.					
Distribution of interest money		735 96			
Percentage on collections carried to credit of Management Fund	4 20	37 80			
Balance, 30th June, 1881	11,582 32	450 39			
	11,586 52	1,324 15		11,586 52	1,324 15
			Balance, 30th June, 1881	11,582 32	450 39

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

No. 21.

DR. MOHAWKS OF THE BAY OF QUINTÉ in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.
Salaries.		
Sampson Green, Chief		40 00
A. Culbertson do		24 00
Wm. Powles do		24 00
Wm. Green do		24 00
Samuel Loween, Sexton		20 00
Rev E. H. M. Baker, Missionary		400 00
J. Newton, M.D., Physician		100 00
A. McLaren, M.D., do		100 00
Joel Johnston, Chief		24 00
A. P. Brant do		24 00
Thomas Green do		24 00
Alex. Loft, Secretary		40 00
Eliza Downs, Teacher		112 50
Elizabeth Blanchard, Teacher		150 00
T. L. Garratt do		187 50
Jane McCullough do		62 50
Susan Breault		37 50
Pensions.		
Mrs. Powles Claus		24 00
Mrs. Dennis Sero		24 00
A. Maracle		24 00
Peggy Spool		24 00
Miscellaneous.		
Repairs to buildings		24 00
do school desks		3 00
Carried forward		1,517 00

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1880	111,272 46	976 22
Land and timber sales	3,684 05	
Rents and fines		320 00
Interest on invested capital		6,017 44
Carried forward	111,956 51	7,313 66

RETURN B—*Continued.*

DR. MOHAWKS OF THE BAY OF QUINTÉ in Account Current with the Department of Indian Affairs—*Concluded.* CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		1,517 00	Brought forward	111,956 51	7,313 66
Wood for school		17 31			
Broom for do		0 50			
Services of Constable		4 00			
Funeral furnishings		25 00			
Repairs to churches	1,267 75				
Distribution of interest moneys		4,571 69			
Percentage on collections carried to credit of Management Fund	368 44	12 30			
Balance, 30th June, 1881	113,320 32	1,165 86			
	114,956 51	7,313 66		114,956 51	7,313 66
			Balance, 30th June, 1881	113,320 32	1,165 86

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 22.

DR. MORAVIANS OF THE THAMES in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments :—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	154,737 74	1,665 48
			Land and timber sales	1,004 40	
C. M. Stonefish, Chief		60 00	Refund from annuity money, on account of flour supplied by Mason	127 75	
Joshua Jacobs, do		20 00	Transfer from interest of amount to repay loan to meet expenses in connection with small-pox epidemic	1,000 00	
F. E. Wampum, do		50 00	Interest on invested capital		7,991 20
Isaac Hill, do		20 00			
Joseph Pheasant, do		20 00			
R. D. Swisher, Physician		150 00			
E. D. Edwards, Teacher		350 00			
Miscellaneous.					
Funeral furnishings		137 50			
Supplies to sick and destitute		263 35			
McLaren Bros., rent of office		28 50			
Transfer to capital of amount to repay loan to meet expenses in connection with small-pox epidemic		1,000 00			
Distribution of interest money		5,871 73			
Percentage on collections carried to credit of Management Fund	84 44				
Balance, 30th June, 1881	156,785 45	1,685 60			
	156,869 89	9,656 68		156,869 89	9,656 68
			Balance, 30th June, 1881	156,785 45	1,685 60

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 23.

DR. MUNSEES OF THE THAMES in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	2,658 99	33 32
Scobie Logan, Teacher, salary ½ year		25 00	Interest on invested capital		134 60
Distribution of interest moneys		134 27			
Balance, 30th June, 1881	2,658 99	8 65			
	2,658 99	167 92		2,658 99	167 92
			Balance, 30th June, 1881	2,658 99	8 65

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. OJIBBEWAS AND OTTAWAS OF MANITOULIN ISLAND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	74,737 15	714 82
Expenses in connection with timber cutting		18 25	Land and timber sales	15,827 92	
Cost of medicine		117 20	Rents and fines		474 20
Law costs in liquor cases		12 25	Interest on invested capital		3,772 60
Relief to sick and needy		10 00			
Repairs to buildings		19 88			
Improvements paid on lands in Township of Howland	85 00				
do do Manitowaning	230 00				
do do Shaftesbury	90 00				
Cost of surveys	25 00				
Distribution of interest moneys		3,548 67			
Percentage on collections carried to credit of Management Fund	1,586 79	23 75			
Balance, 30th June, 1881	88,548 28	1,211 62			
	90,565 07	4,961 62		90,565 07	4,961 62
			Balance, 30th June, 1881	88,548 28	1,211 62

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 25.

DR. OJIBBEWAS OF LAKE HURON in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	48,000 00	4,720 71
Annuities to Indians under Robinson Treaty		10,676 00	Legislative grant to pay annuities under Robinson Treaty		8,777 72
Expenses in connection with the payment of annuities		124 30	Interest on invested capital		2,636 00
Balance, 30th June, 1881	48,000 00	5,334 13			
	48,000 00	16,134 43		48,000 00	16,134 43
			Balance, 30th June, 1881	48,000 00	5,334 13

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 26.

DR. OJIBBEWAS OF LAKE SUPERIOR in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	40,000 00	2,592 61
Annuities to Indians under Robinson Treaty		6,544 00	Legislative grant for payment of annuities under Robinson Treaty		5,222 28
Expenses in connection with payment of annuities		298 80	Interest on invested capital		2,129 64
Medicine and medical attendance		20 00			
Balance, 30th June, 1881	40,000 00	3,081 73			
	40,000 00	9,944 53		40,000 00	9,944 53
			Balance, 30th June, 1881	40,000 00	3,081 73

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 27.

DR. OJIBBEWAS OF MISSISSAGUA RIVER in Account Current with the Department of Indian Affairs. DR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	3,031 84	30 48
Distribution of interest money		145 32	Land and Timber sales	902 27	
Percentage on collections carried to credit of Management Fund	88 00		Rents collected		15 50
Balance, 30th June, 1881	3,846 11	53 78	Interest on invested capital		153 12
	3,934 11	199 10		3,934 11	199 10
			Balance, 30th June, 1881	3,846 11	53 78

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 28.

DR. ONEIDAS OF THE THAMES in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Distribution of interest moneys		44 87	By Balance, 30th June, 1880	280 04	40 86
Balance, 30th June, 1881	280 04	34 53	Fines for selling liquor		22 50
			Interest on invested capital		16 04
	280 04	79 40		280 04	79 40
			Balance, 30th June, 1881	280 04	34 53

L. VANKOUGHNET
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 29.

DR. PARRY ISLAND INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
	$ cts.	$ cts.
To the following payments:—		
Salaries.		
A. Elliott, Interpreter		25 00
Eliza Tobias, Teacher		75 00
Alex. Madwayosh, Teacher		50 00
Sundry Payments.		
Expenses of Delegation to Grand Council		10 00
Cost of building school-house		50 00
Stoves for do		10 90
do two poor families		8 00
Supplies		16 21
Distribution of interest money		1,493 80
Percentage on collections carried to credit of Management Fund	478 99	
Balance 30th June, 1881	38,642 72	341 97
	39,121 71	2,082 88

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, June 30th, 1880	34,381 80	273 16
Timber dues	4,739 91	
Rents collected		27 00
Interest on invested capital		1,732 72
Refund of amount advanced to assist in building school-house		50 00
	39,121 71	2,082 88
Balance, 30th June, 1881	38,642 72	341 97

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 30.

DR. POTTAWATTAMIES OF WALPOLE ISLAND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payments:—	$ cts	$ cts.		$ cts.	$ cts.
			By Balance, 30th June, 1880	3,832 09	48 01
			Rents collected		15 63
			Interest on invested capital		194 00
Salaries.					
Ashkeebee, Chief		7 50			
Joseph Isaac, Councillor		7 50			
A. Jacobs, Secretary		6 75			
Sundry Payments.					
Bell for school-house		10 00			
Supplies to sick and needy		16 00			
Funeral expenses		36 25			
Distribution of interest money		140 76			
Balance, 30th June, 1881	3,832 09	32 88			
	3,832 09	257 64		3,832 09	257 64
			Balance, 30th June, 1881	3,832 09	32 88

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 31.

DR. SERPENT RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880.	986 67	12 36
Distribution of interest moneys		49 83	Land and timber sales	372 23	
Percentage on collections carried to credit of Management Fund	37 22		Rents collected		40 00
Balance 30th June, 1881	1,321 68	52 49	Interest on capital invested		49 96
	1,358 90	102 32		1,358 90	102 32
			Balance, 30th June, 1881	1,321 68	52 49

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. No. 32.

DR. *SIX NATIONS OF THE GRAND RIVER in Account Current with the Department of Indian Affairs.* CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	779,168 10	9,490 88
			Land and timber sales	3,894 87	
			Transfer from interest of amount towards the repayment of loan on account of debts	10,000 00	
			Interest on invested capital		45,685 28
Salaries.					
G. H. M. Johnston, Interpreter		600 00			
R. H. Dee, M.D., Physician		1,780 00			
Wm. McCargo do		500 00			
David Hill, Caretaker		50 00			
James McLean, Forest Warden		200 00			
Josiah Hill, Secretary		50 00			
Pensions.					
Abram Isaac		50 00			
John Gibson, jun		50 00			
Peter Leaf		25 00			
Sampson Green		25 00			
Mary Hill		25 00			
Simon Harris		25 00			
John Otter		25 00			
Lawrence Thomas		25 00			
Betsy Henhawk		25 00			
Mary Otter		6 25			
Jacob Simons		25 00			
Wm. Jacob		25 00			
Mrs. Joseph Longfish		12 00			
Elizabeth Brant		6 25			
Carried forward		3,529 50	Carried forward	793,062 97	55,176 16

RETURN B—*Continued.* No. 32.

DR. SIX NATIONS OF THE GRAND RIVER in Account Current, &c.—*Concluded.* CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		3,529 50	Brought forward	793,062 97	55,176 16
Sundry expenses in connection with Tribe.					
Cost of building shed for Council House		156 90			
Insurance of Council House		15 00			
Stationery and printing		37 20			
Expenses in connection with a case of opthalmia		125 15			
Books and maps for schools		124 42			
Grant to Agricultural Society		200 00			
Funeral furnishing		6 00			
Seed supplied		5,200 18			
Postage		24 84			
Supplies to sick and needy		425 32			
Chief's board money		800 00			
Surveys		11 00			
Repairs to graveyard		145 00			
Prize ploughs and harrows		70 00			
Stovepipes for Council House		3 05			
Costs of the celebration of Her Majesty's birth-day		500 04			
Allowances to School Committee		84 00			
do Wood do		213 00			
Cost of ditching, repairs to roads, &c		100 00			
Amounts allowed for losses by fire		616 70			
Law cost in cases of liquor selling and trespassers		188 80			
Grant for the education of an Indian at McGill College		100 00			
Transfer of amount towards the repayment of loan on account of debts		10,000 00			

Surveys on the reserve	55 90				
Distribution of interest money		23,191 88			
Percentage of collections carried to credit of Management Fund	409 49				
Balances	792,597 58	9,308 18			
	793,062 97	55,176 16		793,062 97	55,176 16
			Balance, 30th June, 1881	792,597 58	9,308 18

D. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 33.

DR. SHAWANAGA INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Distribution of interest moneys	.....	140 28	By Balance, 30th June, 1880	2,612 00	40 80
Percentage on collections carried to credit of Management Fund	150 94	.....	Land and timber sales	1,509 40	.....
Balance, 30th June, 1881	3,970 46	41 16	Rents collected	.....	8 00
			Interest on invested capital	.....	132 64
	4,121 40	181 44		4,121 40	181 44
			Balance, 30th June, 1881	3,970 46	41 16

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. No. 34

DR. *SPANISH RIVER INDIANS in Account Current with the Department of Indian Affairs.* CR.

	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts	$ cts.
To the following payments :—			By Balance, 30th June, 1880	2,832 15	37 47
Distribution of interest money		145 08	Interest on invested capital		143 48
Balance, 30th June, 1881	2,832 15	35 87			
	2,832 15	180 95		2,832 15	180 95
			Balance, 30th June, 1881	2,832 15	35 87

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 35.

DR. THESSALON RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	7,805 52	78 77
Distribution of interest money		374 42	Land and timber sales	1,352 92	
Paid for improvements on land	30 00		Interest on capital invested		394 20
Percentage on collections carried to credit of Management Fund	135 30				
Balance, 30th June, 1881	8,993 14	98 55			
	9,158 44	472 97		9,158 44	472 97
			Balance, 30th June, 1881	8,993 14	98 55

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 36.

DR. TOOTOOMENAI AND BAND *in Account Current with the Department of Indian Affairs.* CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	900 00	14 14
Distribution of interest money		55 18	Interest on invested capital		54 72
Balance, 30th June, 1881	900 00	13 68			
	900 00	68 86		900 00	68 86
			Balance, 30th June, 1881	900 00	13 68

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 37.

DR. WHITEFISH RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
To Distribution of interest money		31 30	By Balance, 30th June, 1880	286 16	19 81
Percentage on collections carried to credit of Management Fund	82 17		Land and timber sales	821 73	
Balance, 30th June, 1881	1,025 72	17 85	Rents collected		14 02
			Interest on invested capital		15 32
	1,107 89	49 15		1,107 89	49 15
			Balance, 30th June, 1881	1,025 72	17 85

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. No. 38.

DR. WYANDOTTS OF ANDERDON in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
To the following payments:—	$ cts	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	68,988 88	838 71
			Land and timber sales	1,992 21	
Dr. Lambert, Physician		80 00	Interest on invested capital		3,648 16
James Cameron, Teacher		25 00			
Distribution of interest money		3,514 83			
Loan to Thos. B. White	5,000 00				
Percentage on collections carried to credit of Management Fund	179 22				
Balance, 30th June, 1881	65,801 87	867 04			
	70,981 09	4,486 87		70,981 09	4,486 87
			Balance, 30th June, 1881	65,801 87	867 04

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 39.

DR. ABENIKIS OF ST. FRANCIS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.		$ cts.	$ cts.
Improvements of roads, bridges and drainage		58 12	By Balance, 30th June, 1880	889 13	105 53
Supplies to sick and destitute		20 30	Rents collected		457 95
Rent paid the heirs of the late Louis Gill		17 50	Interest on invested capital		52 76
Vaccinating		4 25			
Counting stumps		2 00			
Expenses of Council		10 10			
Distribution of interest money		360 00			
Percentage of collections carried to credit of Management Fund		27 48			
Balance, 30th June, 1881	889 13	116 49			
	889 13	616 24		889 13	616 24
			Balance, 30th June, 1881	889 13	116 49

L. VANKOUGHNET,
Deputy Sup't.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS.
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. No. 40.

DR. ABENAKIS OF BECANCOUR in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1881	316 00	32 40	By Balance, 30th June, 1880	316 00	15 80
			Interest on invested capital		16 60
	316 00	32 40		316 00	32 40
			Balance, 30th June, 1881	316 00	32 40

L VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B *Continued.* No. 41.

DR. AMALICITES OF ISLE VERT AND VIGER in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1880	1,243 02	78 77
Paid for flag		9 50	Interest on invested capital		66 12
Balance, 30th June, 1881	1,243 02	135 39		1,243 02	144 89
	1,243 02	144 89	Balance, 30th June, 1881	1,243 02	135 39

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 42.

DR. GOLDEN LAKE INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts	$ cts.		$ cts.	$ cts.
To the following payments:—					
Chief Mocquas' passage and board at Ottawa	.....	2 00	By Balance, 30th June, 1880.....	133 43	8 81
Balance, 30th June, 1881.....	133 43	13 93	Interest on invested capital.....	.....	7 12
	133 43	15 93		133 43	15 93
			Balance, 30th June, 1881	133 43	13 93

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 43.

DR. HURONS OF LORETTE in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Percentage on collections carried to credit of Management Fund		7 06	By Balance, 30th June, 1880	384 20	22 73
Balance, 30th June, 1881	384 20	153 71	Rents collected		117 72
			Interest on invested capital		20 32
	384 20	160 77		384 20	160 77
			Balance, 30th June, 1881	384 20	153 71

L. VANKOUGHNET,
Deputy Supt.-Gen of Indian Affairs.

DEPARTMENT OF IDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No 44.

DR. IROQUOIS OF CAUGHNAWAGA in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the followiug payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	10,905 85	283 49
			Stone dues	674 26	
Chief Louis Shetekaeinton		50 00	Rents, fines, &c		1,133 10
P. Tinivirate, Toll Keeper		24 00	Interest on invested capital		569 84
M. Orivakete, do		18 00			
M. Garrett, Chapel Steward		72 00			
Pierre Murray, Secretary		50 00			
E. Ricards, Constable		93 00			
Miscellaneous Payments.					
Cost of drainage		147 97			
N. V. Burtin, commutation in lieu of supplies		231 60			
Relief to sick and needy		55 00			
Labor on roads		77 22			
Law cost *in re* liquor traffic		610 30			
Lumber for fencing		17 42			
Insurance on mill at La Tortue		24 00			
Percentage on collections carried to credit of Management Fund	67 42	52 25			
Balance, 30th June, 1881	11,512 69	463 67			
	11,580 11	1,986 43		11,580 11	1,986 43
			Balance, 30th June, 1881	11,512 69	463 67

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 45.

DR. IROQUOIS OF ST. RÉGIS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
			By Balance, 30th June, 1880	29,882 74	420 81
			Land sales	60 00	
			Rents		2,995 36
			Interest on invested capital		1,775 16
Salaries.					
John Pierre, Constable		9 00			
Michael Friday, Clerk		5 00			
J. W. Woodman, Interpreter		17 00			
Rev. F. Marcoux, Missionary		112 50			
Louis Canton, Clerk		5 00			
John Isaac, Chief		10 00			
Alex. Thompson, Chief		10 00			
George Thomas do		10 00			
M. Solomon do		10 00			
John Sowatis do		10 00			
Peter Collwell do		10 00			
Loren Solomon, pension		10 00			
Miscellaneous Payments.					
Repairs to outbuildings		3 00			
Relief to sick and needy		46 00			
Law costs *in re* liquor traffic		34 60			
Rent of land for pasture		35 00			
Work on roads		20 09			
Cost of preparing statistics		8 00			
Rev. F. Marcoux, for wood		12 50			
Sampson Green, Interpreter		16 35			
Wood for school		12 00			
Distribution of interest money		2,458 33			

Percentage on collections carried to credit of Management Fund	5 30	179 72			
Balance, 30th June, 1881	29,937 44	2,147 04			
	29,942 74	5,191 33		29,942 74	5,191 33
			Balance, 30th June, 1881	29,937 44	2,147 04

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 46.

DR. LAKE ST. JOHN INDIANS in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Road work		499 94	By Balance, 30th June, 1880	966 50	343 39
Law cost in trespass cases		93 15	Land sales	34 10	
Percentage on collections carried to credit of Management Fund	3 41		Interest on invested capital		65 52
Balance, 30th June, 1881	997 19		Balance, 30th June, 1881		184 18
	1,000 60	593 09		1,000 60	593 09
Balance, 30th June, 1881		184 18	Balance, 30th June, 1881	997 19	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—Continued. No. 47.

DR. LAKE OF TWO MOUNTAIN INDIANS in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
To Percentage on collections carried to credit of Management Fund		0 58	By Balance, 30th June, 1880	1,122 67	229 81
Balance, 30th June, 1881	1,122 67	309 99	Rents collected		9 68
			Interest on invested capital		71 08
	1,122 67	310 57		1,122 67	310 57
			Balance, 30th June, 1881	1,122 67	309 99

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBTERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 48.

DR. NIPISSINGUAS OF THE UPPER OTTAWA in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest	——	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Percentage on collections carried to credit of Management Fund	.....	1 80	By Balance, 30th June, 1880.	2,345 96	699 79
Balance, 30th June, 1881	2,345 96	910 27	Rents collected	.....	60 00
			Interest on invested capital	.....	152 28
	2,345 96	912 07		2,345 96	912 07
			Balance, 30th June, 1881	2,345 96	910 27

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 49.

DR. RIVER DESERT INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Peter Tetesse, Chief		25 00	By Balance, 30th June, 1880	29,451 94	597 26
Simon Otjick, Interpreter		25 00	Land and timber sales	793 25	
			Rents		239 01
			Interest on invested capital		1,533 80
Miscellaneous Payments.					
Work on roads		223 95			
Expenditure in connection with small-pox epidemic		130 84			
Cost of vaccinations		69 50			
Distribution of interest money		1,367 76			
Percentage on collections carried to credit of Management Fund	76 72	12 06			
Balance, 30th June, 1881	30,168 47	515 96			
	30,245 19	2,370 07		30,245 19	2,370 07
			Balance, 30th June, 1881	30,168 47	515 96

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 50.

DR. INDIANS OF BRITISH COLUMBIA in Account Current with the Department of Indian Affairs. CR.

To the following payments :—	$ cts.		$ cts.
Provisions for feast	107 80	Balance, 30th June, 1880	5,066 22
Percentage on collections carried to credit of Management Fund	21 18	Rents collected	227 00
Balance, 30th June 1881	5,491 26	Fines, &c.	73 70
		Interest on invested capital	253 32
	5,620 24		5,620 24
		Balance, 30th June, 1881	5,491 26

L. VANKOUGHNET,
Deputy Supt.-Gen of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

DR. INDIANS OF MANITOBA AND NORTH-WEST TERRITORIES in Account Current with the Department of Indian Affairs. CR.

To the following payments:—	$ cts.		$ cts.
Expenses of seizures	351 10	Balance 30th June, 1880	342 69
Survey of St. Peter's Reserve	46 75	Timber	2,323 45
Inspection of schools	30 50	Fees	33 35
Percentage on collections carried to credit of Management Fund	223 68	Fines	186 00
Balance, 30th June, 1881	2,250 62	Interest	17 16
	2,902 65		2,902 65
		Balance, 30th June, 1881	2,250 62

L. VANKOUGHNET.
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 52.

DR. INDIANS OF NOVA SCOTIA in Account Current with the Department of Indian Affairs. CR.

To the following payments:—	$ cts.		$ cts.
Cost of land purchased in City of Dartmouth for Indian reserves	300 00	By Balance, 30th June, 1880	1,428 81
Cost in connection with Indian reserves	40 50	Land sales	102 96
Paid for improvements on lands surrendered	537 80	Damages allowed by railroad	8 55
Cost of surveys	87 50	Interest on invested capital	71 44
Distribution of stone quarry rents	400 00		
Percentage on collections carried to credit of Management Fund	10 30		
Balance, 30th June, 1881	235 66		
	1,611 76		1,611 76
		Balance, 30th June, 1881	235 66

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, June 30th, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. *No. 53.*

DR. INDIANS OF NEW BRUNSWICK in Account Current with the Department of Indian Affairs. CR.

To the following payments:—	$ cts.		$ cts.
Cost of surveys	75 00	By Balance, 30th June, 1880	1,458 05
do liquor prosecution	16 90	Timber dues	169 60
Percentage on collections carried to credit of Management Fund	12 16	Interest on invested capital	72 88
Balance, 30th June, 1881	1,596 47		
	1,700 53		1,700 53
		Balance, 30th June, 1881	1,596 47

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

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RETURNS B—*Continued.* No. 54.

DR. TOBIQUE INDIANS OF NEW BRUNSWICK in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Balance, 30th June, 1880		6 22	By Balance, 30th June, 1880	2,567 28	
To the following payments:			Stumpage on timber cut	575 68	
Inspecting school house	15 00		Interest on capital invested		128 06
Contract for erection of school house	198 68				
Percentage on stumpage money for distribution		57 56			
Fees for counting timber		34 52			
Percentage on collections carried to credit of Management Fund	57 57				
Balance, 30th June, 1881	2,871 71	29 78			
	3,142 96	128 06		3,142 96	128 06
			Balance, 30th June, 1881	2,871 71	29 78

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. No. 55.

DR. INDIANS OF PRINCE EDWARD ISLAND in Account Current with the Department of Indian Affairs. CR.

	$ cts.		$ cts.
Balance, 30th June, 1881.....	27 56	By Balance, 30th June, 1880.....	26 24
		Interest on invested capital.....	1 32
	27 56		27 56
		Balance, 30th June, 1881.....	27 56

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 56.

DR. J. B. CLENCH in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1881	725 06	356 74	By Balance, 30th June, 1880	725 06	305 22
			Interest on invested capital		51 52
	725 06	356 74		725 06	356 74
			Balance, 30th June, 1881	725 06	356 74

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant,

RETURN B—Continued. No. 57.

DR. NANCY MAVILLE in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payment:—	$ cts.	$ cts.		$ ctt.	$ cts.
Interest on capital at 5 per cent		126 32	By Balance, 30th June, 1880	2,500 00	31 37
Balance, 30th June, 1881	2,500 00	31 65	Interest on invested capital		126 60
	2,500 00	157 97		2,500 00	157 97
			Balance, 30th June, 1881	2,500 00	31 65

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 58.

DR. JAMES MANAGE in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
To the following payment:—	$ cts.	$ cts.		$ cts.	$ cts.
Interest on capital at 5 per cent	.....	75 80	By Balance, 30th June, 1880	1,500 00	18 83
Balance, 30th June, 1881	1,500 00	18 99	Interest on invested capital	.....	75 96
	1,500 00	94 79		1,500 00	94 79
			Balance, 30th June, 1881	1,500 00	18 99

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L. VANKOUGHNET,
Deputy Supt.-Gen., of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—Continued. No. 59.

DR. WILLIAM WABBUCK in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payment:—					
Interest on capital at 5 per cent	.....	101 27	By Balance, 30th June, 1880	2,000 00	25 34
Balance, 30th June, 1881	2,000 00	25 31	Interest on invested capital	.....	101 24
	2,000 00	126 58		2,000 00	126 58
			Balance, 30th June, 1881	2,000 00	25 31

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 60.

DR. PROVINCE OF QUEBEC INDIAN FUND in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	49,965 72	1,588 58
			Legislative grants		4,450 00
Dr. P. A. Shea		60 00	Interest on invested capital		2,664 52
Dr. Venner		100 00			
L. E. Otis		300 00			
L. F. Boucher		296 25			
O. Drapeau		116 66			
H. Vassal		200 00			
Rev. J. Gagne		150 00			
Grants for Relief and for purchase of Seed Grain and Agricultural Implements.					
Amalicites of Rimouski		100 00			
do Cacouna		100 00			
do Point Lévis		100 00			
Micmacs of Gaspé Basin		250 00			
do Maria		450 00			
do Restigouche		95 99			
Godbout Indians		125 00			
Montagnais of Betsiamits		500 00			
Moisie, Mingan and Seven Island Indians		500 00			
Wabacotack Indians		115 00			
Montagnais of Upper Saguenay and Lake St. John		400 00			
Iroquois of Caughnawaga		200 00			
Lake of Two Mountains Indians		200 00			
Abenakis of Becancour		400 00			
Widow of late Chief Louis Vincent		50 00			
Indians of Chicoutimi		62 20			
Barrier Indians		51 80			
Temiscamingue Indians		150 00			
Hurons of St. Sebastian d'Aylmer		20 00			
Lake St. John Indians		58 80			
Indians of Grand Lac		250 53			

do Maniwan		100 00			
Abenakis of St Francis		275 00			
River Désert Indians		250 00			
Golden Lake do		50 00			
Hurons of Lorette		75 00			
Indians of Bonaventure		24 00			
Indians of Weymouchiching and Rat River		279 72			
Sundry Payments.					
Repairs to buildings at Lorette		100 00			
Removal of bodies from Chicoutimi Cemetery		238 59			
Medical attendance		17 90			
Survey of Lorette reserve		25 00			
L. F. Boucher, travelling expenses		242 10			
do rent, light and fuel		100 00			
Supplies to Lake St. John Hospital		163 16			
Wages of Nurse do		14 00			
Dr. Matte, professional services to Lake St. John Hospital		94 75			
Ejectment of sundry persons from Ouiatchouan reserve		381 11			
Expenses of removal of female lunatic from Betsiamits to Beauport		46 43			
Cost of vaccinating		44 63			
Cartage on flour to Pike Lake		36 00			
Balance, 30th June, 1881	49,965 72	743 48			
	49,965 72	8,703 10		49,965 72	8,703 10
			Balance, 30th June, 1881	49,965 72	743 48

L. VANKOUGHNET,
Deputy Supt.-Gen of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.* No. 61.

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1880		5,729 19	By Balance, 30th June, 1880	106,469 82	
			Legislative Grant		1,600 00
To the following payments:—			Fines and fees collected		613 11
			Percentage charged against various tribes for the collection of rents and payments on land sold and timber dues for the benefit of the bands interested		8,388 40
Salaries.			Interest accrued on invested capital		6,044 44
			Balance, 30th June, 1881		16,465 18
J. T. Gilkison, Superintendent, Brantford		1,577 76			
Wm. Plummer do Toronto		2,082 50			
E. Watson do Sarnia		1,078 00			
Chas. Skene, Agent, Parry Sound		882 00			
J. C. Phipps do Manitowaning		1,176 00			
Wm. Vanabbott do Sault Ste. Marie		493 76			
G. E. Cherrier do Caughnawaga		395 00			
A. B. Cowan do Gananoque		246 88			
Mathew Hill do Shannonville		345 64			
Thos. Gordon do Strathroy		588 00			
Amos Wright do Prince Arthur's Landing		588 00			
John McGirr do Oka		500 00			
C. B. Savage do Gore Bay		395 00			
B. W. Ross do Cockburn Island		395 00			
John Beattie do Highgate		200 00			
Chas. Legue do Maniwaki		555 86			
A. LaBel do Point Bleue		150 00			
Z. A. Lash, Solicitor, Indian Affairs		392 00			
H. Andrews, Clerk, Brantford Office		882 00			
R. G. Dalton do Toronto Office		783 96			
A. McG. Ironside, Clerk, Manitowaning Office		705 60			
Oronhyatekha, Physician, Oneidas of Thames		375 00			
J. Newton do Mohawks		150 00			
A. McLaren do do		150 00			
W. S. Francis do Ojibbewas and Ottawas of Manitoulin Island		1,000 00			
John Wallace, Guardian of Islands in St. Lawrence		25 60			
A. Root do do		18 75			

J. L. Thompson do do		*25 00*
W. Taylor, Caretaker, Toronto Office		*30 00*
John Pierre, Constable, Fort William Band		*18 00*
A. Elliott, Interpreter, Parry Island Band		50 00
Superannuation.		
W. R. Bartlett		980 00
F. Talfourd		400 00
Contingent Expenses incurred in the various Superintendencies and Agencies.		
Wm. Plummer—		
Postage		44 12
Contingencies		56 40
Rent of office		200 00
Travelling expenses		208 40
J. T. Gilkison—		
House and office rent		340 00
G. E. Cherrier—		
Office rent		60 00
Contingencies		42 19
E. Watson—		
Travelling expenses		100 00
Postage		15 82
Rent of office		36 00
Contingencies		25 05
Wm. Vanabbott—		
Office rent		40 00
Percentage on collections		62 75
Contingencies		317 73
A. B. Cowan—		
Travelling expenses		100 00
B. B. Miller—		
Postage		46 62
Percentage on collections		484 12
Office rent		50 00
Contingencies		102 00
C. B. Savage—		
Postage		3 26
Percentage on collections		181 31
Contingencies		1 50
Office rent		120 00
Carried forward		26,091 17

Carried forward	106,469 82	33,111 13

RETURN B—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		26,091 17	Brought forward	106,469 82	33,111 13
John Davidson—					
Postage		5 16			
Percentage on collections and disbursements		183 99			
Contingencies		2 15			
J. C. Phipps—					
Postage		25 48			
Contingencies		29 74			
Percentage		132 47			
License fees		74 00			
Travelling expenses		75 00			
Chas. Skene—					
Contingencies		84 09			
Rent of office		30 00			
Travelling expenses		34 35			
Percentage on collections		131 54			
T. G. Pile—					
Postage		6 90			
Percentage on collections		209 87			
Amos Wright—					
Office rent		75 00			
John F. Day—					
Percentage		73 02			
John Beattie—					
Postage		11 86			
Contingencies		26 35			
B. W. Ross—					
Office rent		28 20			
Percentage		56 63			
Thos. Gordon—					
Percentage		2 28			
John McGirr—					
Travelling expenses		243 00			

Surveys, Inspection and Valuation of Lands, Cost of Maps, &c.		
J. Bignell, advance on account of survey of boundaries of reserve at La Toque	300 00	
Crown Lands Department, Toronto, grant towards construction of bridge across Goulais River	1,500 00	
Crown Lands Department, Toronto, grant towards roads on Batchewana Reserve	1,000 00	
Charles Skene, costs of inspection of Shawanaga and Henry's Inlet Reserves		41 00
Registrar of Essex, for plan of town of Sarawak		2 00
R. G. Dalton, for examining timber on Stoney and Deer Islands		9 20
J. E. Trout, services as Forest Bailiff		162 61
A. Elliott do do		105 23
B. B. Miller, expenses to Owen Sound in connection with sale of lands		5 00
D. Galloway, services do do		9 00
E. Watson, expenses in connection with sale of lands in Orford		16 85
J. C. Macdonald, valuation do		8 00
J. Lee do do		8 00
Copland & Procter, services in valuing lots in New Surrender, town of Sarnia		100 00
J. E. Trout, travelling expenses		22 50
A. E. Haimes, mounting maps		5 00
J. Durie & Son, for maps		6 70
Advertising.		
"Official Postal Guide"		50 00
Boston "Daily Advertiser"		41 00
Philadelphia "Ledger"		48 80
McMullen & Co.		6 36
"Citizen" Printing Co.		49 08
"Tariff Handbook"		25 00
Montreal "Gazette"		42 36
Toronto "Sentinel"		14 65
Kingston "News"		30 16
Belleville "Intelligencer"		33 28
Prescott "Messenger"		12 91
Ogdensburgh "Journal"		8 50
London "Free Press"		72 54
Carried forward	2,800 00	28,557 48

Carried forward	106,469 82	33,111 13

RETURN B—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward.....	2,800 00	28,557 98	Brought forward.....	106,469 82	33,111 13
Toronto "Mail".....		91 22			
Hamilton "Spectator".....		43 08			
"Northern Advance".....		3 70			
Gananoque "Reporter".....		8 86			
Owen Sound "Times".....		7 82			
Collingwood "Enterprise".....		4 44			
Kincardine "Standard".....		3 70			
"Die Glocke".....		3 70			
Durham "Chronicle".....		3 70			
"Dominion Annual Register".....		80 00			
"National".....		5 80			
Chatham "Planet".....		20 44			
Sarnia "Canadian".....		8 80			
London "Herald".....		28 50			
London "Catholic Record".....		8 70			
Petrolia "Advertizer".....		10 72			
Walkerton "Herald".....		3 70			
Goderich "Star".....		4 00			
St. Lawrence "Republican".....		7 50			
Brockville "Monitor".....		1 76			
Cobourg Printing Co.....		4 75			
Port Perry "Standard".....		2 72			
Algoma "Pioneer".....		2 66			
Law Costs, &c.					
L. E. Otis, costs of removing trespassers from St. John Reserve.....		100 00			
Wm. Van Abbott, costs in Queen *vs.* Robertson.		200 00			
T. G. Pile, costs of serving notices on parties in arrears.....		17 75			

Miscellaneous Expenditure.

To Jos. Delisle, Extra Clerk salary		45 00
D. C. Scott do		183 00
J. O. Cuthbert do		171 51
Montreal Telegraph Co., messages		38 01
Dominion do do		10 41
C. Olmstead, for tin box		3 00
Cornwall Manufacturing Co., for blankets		1,393 35
Newton & Sons, for blankets		236 00
P. Hasty, for cartage on blankets to River Desert		5 00
N. T. Garland, for linen		2 70
Auctioneers fees, *re* lease of Islands in St. Lawrence		10 00
J. V. de Boucherville, expenses do		14 50
Robt. Edgar, auctioneer services selling lands in townplot Adair		10 00
Corporation of Town of Owen Sound for use of hall for auction sale		15 00
E. P. Watson, services as auctioneer at sales at Sarnia		30 00
E. Watson, expenses do		2 40
A. Dingman, services in Western Superintendency		60 00
Burland Lithographic Co., printing		140 00
H. J. Morgan, for copies of Dominion Annual Register		10 00
S. & E. F. Stephenson, for Postal Guides		4 00
Jas. Kiyoshk, taking census		17 00
W. Wawanosh do		19 00
G. W. Mack do		15 00
L. E. Otis do		10 25
Relief to destitute Indians		10 25
Grand Trunk Railway tickets for Indians		15 00
Dr. Senseney & Co., for vaccine matter		714 60
Lyman Bros. & Co., for medicines		178 94
Codman & Shurtleff, for scarifying vaccinators		3 05
John Roberts, for six lancets		3 00
F. W. Smith, for extra work		70 00
Governor General's prize plough for Six Nations		35 00
John Fraser, grant towards building lock up at Restigouche		30 00
C. S. Cherrier & N. A. Giasson, for measuring stone, Caughnawaga Reserve		91 36
Canadian Express Co., express charges		40 84
Carried forward	2,800 00	32,883 17

Carried forward	106,469 82	33,111 13

RETURN B—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs—*Continued.* CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward	2,800 00	32,883 17	Brought forward	106,469 82	33,111 13
Stationery, outside service		185 91			
Printing do		42 05			
Balance, 30th June, 1881	103,669 82				
	106,469 82	33,111 13		106,469 82	33,111 13
Balance 30th June, 1881		16,465 18	By Balance 30th June, 1881	103,669 82	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—Continued. No 62.

DR. SUSPENSE ACCOUNT in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1880	4,527 38	384 53
Chas. Skene, for relief and seed for Shawanaga and Henvy's Inlet Indians		181 85	Proceeds of sale of seeds not claimed		10 80
Percentage on collections carried to credit of Management Fund	46 95		Amount of bank certificate No. 942		27 79
Balance, 30th June, 1881	4,480 43	486 87	By interest on capital invested		245 60
	4,527 38	668 72		4,527 38	668 72
			Balance, 30th June, 1881	4,480 43	486 87

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.* No. 63.

DR. INDIAN SCHOOL FUND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.			By Balance, 30th June, 1880	142,912 83	2,282 31
			Legislative Grant		5,000 00
			Interest on invested capital		7,481 80
Rev. H. P. Chase, Missionary		400 00			
Rev. E. Roy do		35 00			
Rev. F. Marcoux do		203 32			
Rev. L. Trahan do		235 00			
Rev. A. Jamieson do		400 00			
Rev. V. Larivière do		105 00			
Rev. L. F. Boucher do		112 98			
Rev. G. Giroux do		72 69			
John Esquiman, Teacher		200 00			
T. Ouillette do		200 00			
Eliza Tobias do		100 00			
Enoch Monaque do		50 00			
Amelia Chechock do		200 00			
Jennie Ryan do		150 00			
Sister St. Antoine do		150 00			
J. Kohnestedt do		300 00			
Lucy Heassley do		300 00			
Fred. Frost do		300 00			
Agatha Gahbow do		200 00			
Sophie deLamorandière Teacher		200 00			
M. E. Riordan do		167 93			
Mary McKeon do		200 00			
Jas. McKay do		157 69			
Jos. Wawcosh do		25 00			
Wm. Butcher do		125 00			
T. F. Stakum do		187 50			
Josephine Martin do		187 50			
H. L. Masta do		250 00			
Jos. Laurent do		290 00			
E. R. A. Fletcher do		250 00			
Catharine Fletcher do		100 00			
Mary Bannon do		200 00			
T. Arirhou do		200 00			

Sister Maria de St. Sauveur, Teacher			*150 00*
Madam L. E. Otis	do		*150 00*
F. Gauthier	do		150 00
Theotiste Cyr	do		37 50
Odelie Pellison	do		200 00
Wm. Riley	do		150 00
C. Pritchard	do		112 50
D. Riordon	do		100 00
Miss Martin	do		42 00
Sister St. Thecla	do		50 00
David Hill	do		50 00
Grants			
Mount Elgin Industrial Institute			3,000 00
Shingwauk Home			1,350 00
Wawanosh Home			600 00
Wikwemikong Industrial School			1,200 00
Schools on Six Nation Reserve			1,900 00
Schools conducted by the Methodist Missionary Society			1,415 00
Roman Catholic Missionaries of Betsiamits and North Shore of St. Lawrence			500 00
H. P. Chase for education of child			80 00
Books, Maps, &c., for use of Schools.			
Caughnawaga Indian School			5 03
St. Francis	do		9 81
Cornwall Island	do		3 14
Garden River	do		2 00
Manitoulin Island	do		40 71
Golden Lake	do		4 00
Lake St John	do		3 80
Schools in Skene's Agency			41 11
Schools in Phipp's Agency			12 75
do Watson's	do		7 10
St. Regis Indian School			3 25
Maps for sundry schools			54 60
Sundry Payments.			
Cost of outbuildings at Shawanaga			25 00
Cost of repairs to sundry schools			112 00
do	do	290 00	
Cost of building sheds for Mount Elgin Industrial Buildings		1,000 00	
Carried forward			

Carried forward	142,912 83	14,764 11

RETURN B—*Continued.*

DR. INDIAN SCHOOL FUND in Account Current with the Department of Indian Affairs.—*Concluded.* CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward			Brought forward	142,912 83	14,764 11
Cost of school building on Walpole Island	200 00				
Wood for sundry schools		44 50			
Inspection of schools		59 00			
Balance, 30th June, 1881	141,422 83		By Balance, 30th June, 1881		3,155 30
	142,912 83	17,919 41		142,912 83	17,919 41
To Balance, 30th June, 1881		3,155 30	To Balance, 30th June, 1881	141,422 83	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN C. 1.—INDIANS OF NEW BRUNSWICK.

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts
Vote 164		Legislative appropriation for 1880–81				4,500 00
		EXPENDITURE.				
		Salaries.				
	Moses Craig	Salary as Agent for Counties of Victoria and Madawaska, 12 months to 30th June, 1881		100 00		
	C. Sargeant	Salary as North-Eastern Agency, 12 months to 30th June, 1881.		400 00		
	Wm. Fisher	do South-Western do do do ...		300 00		
	Rev. J. C. McDevitt	do Missionary at Fredericton, do do ...		200 00		
	Rev. J. J. O'Leary	do do Tobique, do do ...		100 00		
	Rev. Wm. Morrissey	do do Oak Point, do do ...		100 00		
	Rev. P. W. Dixon	do do Renous Bridge, do do ...		100 00		
					1,300 00	
		Expended by Agents in the purchase of supplies of food and seed-grain :—				
			Food. &c.	Seed-grain.		
	By M. Craig	Agent for Counties of Victoria and Madawaska	200 00	136 80		
	C. Sargeant	In North-Eastern Agency	894 00	715 20		
	Wm. Fisher	In South-Western do	436 00	294 40		
			1,530 00	1,146 40	2,676 40	
		Medical Attendance and Medicines.				
	J. S. Benson, M.D., Newcastle, N.B.	Salary for professional services for 12 months to 30th June, 1881		125 00		
	J. S. Moodie, M.D.	For professional services to Indians in Richibucto, Co. Kent		106 65		
	J. B. Lamothe, M.D.	do do Buctouche, do		26 05		
	J. B. E. Maillette, M.D.	do do Memramcook, Co. Westmoreland		30 65		
	J. D. Ross, M.D.	do do Co. Westmoreland		27 30		
	G. M. Duncan, M.D.	do do do		44 71		
	J. A. Leger, M.D.	do do Shediac, Co. Westmorl'd		30 25		
					390 61	
		Carried forward			4,367 01	4,500 00

RETURN C. 1.—INDIANS OF NEW BRUNSWICK—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			4,367 01	4,500 00
		Expenditure—*Concluded.*				
		Miscellaneous Expenditure.				
Vote 164	Montreal Telegraph Co...	Sundry messages			1 31	
		Education.				
	M. B. Dumeresq	School Teacher at Burnt Church—Salary from 4th Dec., 1880, to 4th March, 1881—3 months		50 00		
	Miss M. E. Hart	School Teacher at Tobique—Salary for March quarter, 1881		37 50		
					87 50	
		Total Expenditure				4,455 82
		Balance unexpended				44 18

Department of Indian Affairs,
Ottawa, 30th June, 1881.
Robert Sinclair,
Accountant.

L. Vankoughnet,
Deputy Supt.-General of Indian Affairs

RETURN C. 2.—INDIANS OF NOVA SCOTIA.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
Vote 163		Legislative appropriation for 1880-81				4,500 00
		Balance of appropriation, 1879-80, brought forward under authority of Order in Council of 16th June, 1880				81 57
						4,581 57
		Expenditure.	Balances for June, 1879-80	Salaries, 1880-81.		
		Salaries.				
	John Harlow	Salary as Agent, District No. 1, for 6 months to 30th June, 1880	75 00			
	do	do do for 12 months to 30th June, 1881		100 00		
	J. E. Beckwith	do do 2 do do		25 00		
	Rev. Thos. Butler	do do 3 do do		37 50		
	Rev. E. J. McCarthy	do do 4 do do		37 50		
	Rev. D. C. O'Connor	do do 5 do do		33 33		
	J. Gass	do do 6¼ do do		16 66		
	D. H. Muir, M.D.	do do 6¾ do do		16 66		
	A. T. Clark, M.D.	do do 7 do do		33 33		
	Rev. R. McDonald	do do 8 do do		100 00		
	Rev. W. Chisholm	do do 9 do do		100 00		
	Rev. J. McDougall	do do 10 do do		100 00		
	Rev. D. McIsaac	do do 11 do do		50 00		
	Rev. A. F. McGillivray	do do 12 do do	25 00	12 50		
	Rev. R. Grant	do Acting Agent 12 do do		12 50		
	Rev. M. McKenzie	do Agent 13 do do		100 00		
			100 00	774 98		
					874 98	
		Expended by agents and others in the purchase of supplies of food, &c., and seed-grain in the following proportions:—	Food, &c.	Seed-Grain.		
	John Tobin	For Relief of James Penall and family	4 00			
	do	do Newell Jeddore	15 00			
	John Harlow	In District No. 1	201 60	188 00		
	J. E. Beckwith	do 2	47 04	42 00		
		Carried forward	267 64	230 00	874 98	4,581 57

RETURN C. 2—INDIANS OF NOVA SCOTIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	267 64	230 00	874 98	4,581 71
		Expenditure—*Continued.*				
		Supplies, Seed-Grain, &c.—Concluded.	Food, &c.	Seed-grain.		
Vote 163	Rev. Thos. Butler	In District No. 3	41 44	37 00		
	Rev. E. J. McCarthy	do 4	62 72	56 00		
	Rev. D. C. O'Connor	do 5	72 80	65 00		
	J. Gass	do 6*a*	68 54	60 00		
	D. H. Muir, M.D.	do 6*b*	35 89	25 00		
	A. T. Clarke, M. D	do 7	47 04	42 00		
	Rev. R. McDonald	do 8	115 36	103 00		
	Rev Wm Chisholm	do 9	92 96	83 00		
	Rev. J. McDougall	do 10	134 40	120 00		
	Rev. D. McIsaac	do 11	59 36	53 00		
	Rev. A. F. McGillivray	do 12	80 64	.....		
	Rev. R. Grant	do 12	.....	72 00		
	Rev. M. McKenzie	do 13	152 00	135 00		
			1,230 79	1,081 00		
		Less—Refunded by agent A. T. Clarke	.....	41 00		
			1,230 79	1,040 00		
					2,270 79	
		Medical Attendance and Medicines.				
	A. Maxwell, M.D.	In District No. 1	35 00			
	R. J. Ellison, M.D.	do 1	25 05			
				60 05		
	H. Shaw, M.D.	do 2	4 50			
	A. R. Anderson, M.D.	do 2	5 00			
	J. N. Fitch, M.D.	do 2	2 50			
				12 00		

J. F. Forbes, M.D.	do	3	16 65			
C. T. Andrews, M.D	do	3	5 40			
				22 05		
C. Grey, M.D.	do	4	43 12			
G. A. Pickles, M.D.	do	4	22 00			
G. Dewitt, M.D.	do	4	20 50			
				85 62		
A. J. Cowie, M.D.	do	5		5 00		
W. S. Muir, M.D	do	6a	5 50			
A. W. Thompson, M.D	do	6a	32 70			
				38 20		
A. E. Pagé, M.D.	do	6b		25 20		
J. A. Byers	do	7		17 43		
J. C. McKinnon, M.D.	do	9		35 07		
A. H. MacLean, M.D.	do	11		23 50		
M. A. McDonald, M.D.	do	13	47 50			
J. Bethune, M.D	do	13	5 00			
				52 50		
J. McIntosh	For Medicines			33 52		
J. D. B. Fraser & Co.	do			7 65		
					417 79	
	Education.					
R. McMillan	School Teacher at Eskasonie, salary for 12 months to 31st March, 1881			200 00		
J. McEachen	School Teacher at Whycocomah, salary for 12 months, to 31st March, 1881			200 00		
T. C. Kerr	School Teacher at Bear River, salary for 12 months, to 31st March, 1881			264 00		
Miss H. Jollymore	School Teacher at Indian Cove, salary for 4 months, to 31st December, 1880			33 33		
W. D. McDougall	School material for District No. 11			1 40		
John Harlow	Firewood for school	do	1	8 65		
Rev. K. McDonald	Building material for	do	8, school at Fisher's Grant	64 25		
					771 63	
	Miscellaneous Expenditure.					
Rev. W. Chisholm	Aid to enable certain Indians to build new houses in District No. 9			61 70		
E. Gorman & Co.	Aid to enable certain Indians to build new houses in District No. 5			27 39		
J. R. Wallace	Aid to enable certain Indians to build new houses in District No. 5			3 00		
	Carried forward			92 09	4,335 19	4,581 71

RETURN C. 2—INDIANS OF NOVA SCOTIA—*Concluded.*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		92 09	4,335 19	4,581 71
		EXPENDITURE—*Concluded.*				
		Miscellaneous Expenditure—Concluded.				
Vote 163	J. McNeil	Repairing ploughs and making 48 hoes for Indians in District No. 13		32 00		
	J. Gass	Burial expenses of two Indians		5 08		
	Queen's Printer	Printing		9 63		
	Stationery Office	Stationery		9 34		
					148 14	
		Total Expenditure				4,483 33
		Balance unexpended				98 24

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

RETURN C. 8.—INDIANS OF BRITIS I COLUMBIA.

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
Vote 166.....	.....	Legislative Appropriation 1880-81.....	.....	.....	50,928 00	
		Balance of Appropriation 1879-80, brought forward under Order in Council of 16th July, 1880.....	.....	.....	7,916 07	
						58,844 07
		EXPENDITURE.				
		Salaries and Wages.				
	J. W. Powell, Victoria...	Salary as Superintendent—Balance due for 1879-80.....	523 99			
	do ...	12 months' salary, to 30th June, 1881.....	3,000 00			
				3,523 99		
	Jas. Lenihan, New Westminster.....	Salary as Superintendent—Balance due for 1879-80	392 00			
	do ...	9 months' salary, to 31st March, 1881	1,800 00			
				2,192 00		
	H. Blenkensop.....	Salary as Agent Kwawkwelth, 5th April to 30th June, 1881, at $1,200 a year.....	.....	286 66		
	W. H. Lomas.....	do Cowichan do at $1,200 a year.....	.....	286 66		
	P. McTiernan.....	do Fraser River do at $1,000 a year.....	.....	238 88		
	H. Cornwall.....	do Kamloops do at $1,200 a year.....	.....	286 66		
	A. E. Howse.....	do Okanagan do at $1,200 a year.....	.....	286 66		
	H. Moffatt.....	Salary as Clerk in Victoria office, for 12 months, to 30th June, 1881.....	.....	1,500 00		
	L. Good.....	Salary as Constable and Interpreter, from 1st July, 1880, to 28th February, 1881, 8 months, at $40.....	.....	320 00		
	W. Brice.....	Salary as Messenger, from 1st March to 30th June, 1881, 4 months, at $35.....	.....	140 00		
	George.....	For temporary service as Messenger during the absence of L. Good on duty.....	.....	4 00		
	Tom.....	Wages as Messenger in New Westminster office, 85 days, at $1	.....	85 00		
	J. McMurphy.....	do do	.....	49 25		
		Carried forward.....	.....	9,199 76	.....	58,844 07

RETURN C. 3.—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts
		Brought forward		9,199 76		58,844 07
		Expenditure—*Continued.*				
		***Salaries and Wages*—Concluded.**				
Vote 166..	J. Brew	For Wages as Night Watchman, New Westminster office, 27 days, to 30th June, 1881		5 00		
	W. McKay	Wages as Caretaker, Songhees Reserve, from 12th September, 1880, to 28th February, 1881, 5 months and 18 days, at $60 per month		336 00		
	Harry	Services as Constable while prosecuting liquor sellers at Saanich		4 50		
					9,545 26	
		Medical Attendance and Medicines.				
	W. Jackson, M.D., Victoria	For Professional services, for 12 months, to 30th June, 1881		937 00		
	C. N. True, M.D., New Westminster	do do as required		135 00		
	A. Masters, M.D., New Westminster	do do do		38 50		
	J. Chip, New Westminster	do do do		60 00		
	E. Hannington	do do do		20 00		
	Moore & Camp	Medicines		115 15		
	Langley & Co	do		336 45		
	T. Shotbolt	do		522 13		
	J. Cunningham	do		38 88		
	A. Peele	do		10 00		
	A. M. Herring	do		73 77		
	J. A. Sievright	do		156 00		
	G. Morrison	do		45 37		
					2,488 25	
		Travelling Expenses.				
	Hudson Bay Co	For Conveyance of Indians to Fort Simpson and New Westminster		45 00		

Str. "Princess Louise"..	Passage of Superintendent Powell to and from New Westminster		7 00		
Str. "Maude"	Passage of Mr. Moffatt to Nanaimo		15 50		
Str. "Enterprise"	do Mr. Blenkensop to New Westminster		29 25		
J. Irving	do Mr. Lenihan to Cowichan		11 75		
W. Savage	Conveyance of Indians to inspect land at Caabow Bay		2 50		
J. W. Powell	Expenses in connection with tour of inspection to tribes on the West Coast		1,138 39		
				1,249 39	
	Office Expenses.				
Victoria Post Office	For Box rent to 30th June, 1881		1 50		
T. N. Hibbin & Co	Postage stamps		52 00		
New Westminster Post Office	Box rent		1 25		
J. Lenihan	Postage, New Westminster		2 52		
Dominion Telegraph Co.	Messages		58 06		
Montreal Telegraph Co...	do		176 57		
Dominion Government Telegraph Lines	do		22 95		
Western Union do ...	do		13 50		
Daily Colonist	Subscription to 30th June, 1881		13 00		
Daily Standard	do do		12 25		
T. N. Hibbin & Co	Stationery		50 11		
Daily Standard	Printing and advertising		43 25		
Victoria Standard	Printing vouchers for Agencies		19 50		
T. N. Hibbin & Co	Stationery do		169 57		
R. S. Williams	Making census books		17 85		
W. T. Drake	Rent of Victoria office, 9 months to 30th June, 1881		270 00		
do	Coal for do		18 00		
Englehardt & Co	do do		8 00		
H. Elliott	do New Westminster office		36 00		
DeWiederholdt & Co	Wood do		2 75		
E. Marvin	Sundry small articles of hardware		10 25		
F. Smith	Washing towels for Victoria office		2 00		
A. S. Farwell	Enlarging map of British Columbia		75 00		
do	Tracing map of Alaska		10 00		
T. Storey	Altering map case		9 25		
R. Newell	Cartage of office furniture		5 00		
H. Franklin	do do		16 00		
J. P. Burgess	Repairs to do		19 75		
Smith & Clarke	do do		3 70		
J. Weiler	Laying office carpet		6 25		
J. Cunningham	Sundries for New Westminster office		3 62		
W. H. Keary	do do		2 12		
E. Harrison	Setting glass do		5 00		
J. McMurphy	Cleaning office, New Westminster		32 00		
J. Armstrong	Repairs to sidewalks do		1 31		
	Carried forward		1,189 88	13,282 90	58,844 07

RETURN C. 3.—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts	$ cts.
		Brought forward		1,189 88	13,282 90	58,844 07
		Expenditure—*Continued.*				
		***Office Expenses*—Concluded.**				
Vote 166	H. Moffat	For Sundry disbursements at Nanaimo		4 00		
	H. C. Wilson	Tinware for office		10 75		
	Felix	Interpreting for office		2 50		
	Short & Simpson	Waterproof sheet and apron for Superintendent Powell		15 00		
	R. T. Williams	Binding, &c		7 25		
					1,229 38	
		Expenses in connection with the Songhees Reserve.				
	D. W. Higgins	For Advertising for tenders for erection of houses on Reserve		4 00		
	H. O. Tideman	Plans and specifications for two do		40 00		
	Smith & Clark	Building Keeper's house		797 00		
	Harry	Removing fences from grounds to be used as building sites for Indian houses		30 00		
	M. Jamieson	Fencing round Keeper's house		82 50		
	J. Burgwama	Sinking well on Reserve		36 25		
	H. C. Wilson	Well pump do		35 00		
	E. Marvin	Tools for Songhees Indians		13 25		
	H. Ferries	Interpreting during negotiations with Indians		10 00		
					1,048 00	
		Aid to Sick and Needy Indians.				
	H. Saunders	For Groceries		276 67		
	Rev. J. McGucken	Sundry supplies for Indians of Williams Lake		300 00		
	James Cunningham	Provisions and clothing		596 6		
	M. Manson	do		5 75		
	L. Manson	do		4 25		
	Hudson's Bay Co	Supplies furnished at Fort Simpson and Bellacoola		156 61		

Belmont & Co.	Shoes for a sick Indian		2 50		
W. D. McKay	Sundry supplies		3 75		
Goodacre & Dooley	567 lbs. meat, at 10c		56 70		
Mason & Daly	Sundry supplies		24 00		
C. McDonough	do		12 50		
R. Johnston	Milk for a sick child		2 00		
J. W. Powell	Sundry petty disbursements for relief of distressed Indians applying at the Superintendent's office		72 00		
John Gerrittson	Rent of cabin for use of sick Indians, 11½ months at $2.50 per month		28 75		
G. Blackall	Rent of room for sick Indian, for three months at $2.00 per month		6 00		
Steamer "Otter"	Freight of flour to Bellacoola		7 50		
Steamer "Grappler"	Conveyance of sick Indians to Fort Simpson		14 00		
J. Irving	do do Cowichan		15 50		
				1,584 94	
	Aid towards the improvement of the Indians.				
W. Duncan	To assist in rebuilding houses at Metlakathla		1,000 00		
E. Marvin	For implements, &c., for Bellacoola and Skeena Indians		99 27		
British Columbia Express Company	Freight of seeds		21 05		
Jay & Co	Seeds purchased for distribution		445 40		
A. McKinley	do do		350 83		
A. Clapperton	Storage of implements		10 00		
O'Keefe & Greenhow	do		35 00		
Steamer "Cariboo Fly"	Freight of carts to Nanaimo		19 00		
				1,980 55	
	Schools.				
Metlakathla	Grant for 12 months, to 31st March, 1881		500 00		
Nass River	do do do		300 00		
Fort Simpson	do do do		288 00		
Kincolith	do 9 do 31st December, 1880		169 50		
Fort Rupert	do 6 do do		130 50		
St. Mary's	do 9 do 31st March, 1881		262 50		
Massett	do 6 do do		117 00		
Hazleton	do 6 do do		138 00		
Fort Simpson	Grant to aid in enlargement of school-house		500 00		
				2,405 50	
	Miscellaneous Expenditure.				
H. Fry	For Services as Magistrate settling dispute at Cowichan		10 00		
D. Powers	Interment of three bodies and removal of pest-houses		15 00		
	Carried forward		25 00	21,531 27	58,844 07

RETURN C. 3.—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		25 00	21,531 27	58,844 07
		Expenditure—*Continued.*				
		Miscellaneous Expenditure—Concluded.				
Vote 163	A. Roche Robertson	For Legal services		42 50		
	Sundry	Expenses in connection with establishment of new Agencies		280 75		
	Queen's Printer	Printing		1 57		
	Stationery Office	Stationery		131 67		
	J. McMurphy	Serving notice on an Indian		10 50		
	D. Withrow	Valuing property at New Westminster		5 00		
					496 99	
		Total Expenditure on account of Superintendencies and Agencies			22,028 26	
		Reserve Commission.				
	P. O'Reilly	For Salary as Commissioner, from 15th January to 31st March, 1881, 2 months, at $3,500 a year	729 15			
		Less—Refund on account of over payment of salary	258 05			
				471 10		
	do	Cash to be accounted for	4,500 00			
		Less—Refund of unexpended portion of same	343 53			
				4,156 47		
	A. S. Farwell	Salary while preparing plans, &c., 2½ months, to 15th September, 1881, at $150 per month	375 00			
	do	Services while inspecting reserves, &c	79 29			
				454 29		
	Ashdown Green	Services in copying records		150 00		
	G. Blenkensop	Salary as Census Taker, in July, 1880	120 00			
	do	Board allowance and petty disbursements	53 75			
				173 75		
	A. McKinley	Travelling expenses to William's Lake, and services rendered		66 00		
	E. Lowenburg	Rent of Commissioner's office, July, 1880		10 00		
	Mansell & Co	Rent of office furniture		3 00		

T. N. Hibbin	Stationery		11 12		
Victoria *Standard.*	Printing vouchers		7 50		
J. Smith	Cleaning office		10 00		
Wm. Franklin	Cartage, &c		6 00		
Canadian Rubber Co	4 blankets for Commissioner		19 10		
Short & Simpson	Repairing and cleaning firearms		5 00		
C. Pennie	Stabling Commissioner Sproat's horses		88 00		
C. Pooley	Conveyance to Dominion Government for Indian reserves, of Sugar Cane Ranch, and other lands		5,000 00		
	Total expenditure on account of the Reserve Commission			10,631 33	
	Surveys under W. S. Jemmett.				
W. S. Jemmett	For Advances to be accounted for	550 00			
	Less—Unexpended portion refunded	241 98			
			308 02		
do	Salary as Surveyor, 12 months, to 30th June, 1881		1,800 00		
D. Maingy	do Head Chainman, 1st June to 27th Nov., 5 months and 27 days, at $50.00		295 00		
W. D. McKay	do Chainman, in May and June, 1 month and 19 days, at $50		82 25		
John Hume	do Axeman, 1st June to 27th Nov., 5 months and 27 days, at $40		236 00		
Joe	do Axeman, sundry broken periods, ending 25th November, 1880		203 00		
Charley	do Axeman, 7 days, at $1		7 00		
George	do do broken periods, ending 31st July, 1880		42 00		
C. Richards	do do do in May and June, 1880		43 22		
George Hume	do do sundry broken periods, ending 27th November, 1880		301 80		
Isaac	do do sundry broken periods, ending 25th November, 1880		118 50		
H. Gaydon	do Cook, 1st July to 27th Nov., 1880, 4 months and 27 days, at $40		196 00		
Ah Lee	do Cook, in May and June, 1880		55 48		
	Total advances, salaries and wages paid Jemmett's party		3,688 27		
H. Webb	For Services moving camp	22 85			
Str. "Western Slope"	do do	17 00			
Wm. Irvine	Passages and freight of party	48 75			
W. Rogers	Moving party to Burrard Inlet	15 00			
J. Van Bramer	do do	10 00			
Str. "Reliance"	do do	16 00			
	Carried forward	129 60	3,688 27	32,659 59	58,841 07

RETURN C. 8—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	129 60	3,688 27	32,659 59	58,814 07
		Expenditure—*Continued.*				
		Surveys under W. S. Jemmett—Concluded.				
Vote 166	Str. "Cassiar"	For Passages to New Westminster	10 00			
	W. Chadsay	Hire of waggon to Chilliwack	4 00			
	Str. "Enterprise"	Conveyance	5 50			
				149 10		
	H. Webb	Provisions for party	21 02			
	R. Howell	do	19 20			
	R. Dickinson	do	51 85			
	A. Piers	do	34 62			
	D. Wells	do	32 44			
	Mrs. McDonald	do	11 00			
	C. G. Major	do	229 49			
	John Shelford	do	15 10			
	G. R. Ashwell	do	6 00			
	Geo. Black	do	20 75			
	H. Burr	do	11 25			
	Moodeyville Saw-Mill Co.	do	35 99			
	J. McCutcheon	do	10 81			
	W. L. Gillanders	do	4 60			
	W. L. Agassiz	do	41 61			
	E. Cannell & Co.	do	5 89			
				551 62		
	W. S. Jemmett	Rations for party	211 75			
	Insley & Shields	Board and lodging of men	24 25			
	Mrs. McKeever	do	4 50			
	Morvin & Savon	do	3 75			
				244 25		
	A. M. Herring	Drugs		3 50		
	M. W. Waitt	Stationery	38 33			
	T. R. Hibbin & Co	do	24 50			
	Victoria Standard	Printing vouchers	7 50			
	E. Hayward	A drawing board	4 00			
				74 33		

E. Marvin	Sundry articles of hardware	18 25			
Mathews, Richards & Tye	1 hand chain	4 40			
			22 75		
L. H. Wilton	1 tent fly	8 00			
Joe	Use of canoe	2 00			
J. Cunningham	Camp outfit	4 50			
			14 50		
	Total cost of Mr. Jemmett's party			4,748 32	
	Surveys under E. Mohun.				
E. Mohun	For Advances to be accounted for	750 00			
	Less—Unexpended portion refunded	287 13			
			462 87		
E. Mohun	Salary as Surveyor, 12 months, to 30th June, 1880		1,800 00		
E. M. Skinner	do Head Chainman, sundry broken periods, to 20th Nov., 1880		318 81		
H. Marriner	do Chainman, sundry broken periods, to 20th Nov., 1880		295 05		
Geo. Kier	do Rodman, 5 months and 20 days, to 20th Nov., 1880		226 66		
T. Davis	do Axeman, 2½ days		5 00		
Paul	do do in October, 1880		35 00		
J. Alexander	do do in May and June, 1880		68 39		
Ignace	do do do do		68 39		
G. Douglas	do Rodman, do do		68 39		
George	do Cook, sundry broken periods, to 20th Nov., 1880		255 05		
Paul	Sundry services in camp		17 50		
	Total advances, salaries and wages paid Mohun's party		3,621 11		
F. Young	Wagon hire	19 00			
Alexander	Moving camp	10 00			
Pizarro	do	32 50			
Captain	Horse hire	30 00			
Str. "Princess Louise"	Passage of E. Skinner and men	15 50			
Str. "Enterprise"	Passages of party	39 75			
Str. "Reliance"	do	14 50			
A. Postill	Moving camp	25 00			
			186 25		
J. M. Lambly	Provisions for party	12 80			
H. B. Steele	do	89 75			
A. Wallace	do	10 75			
C. O'Keefe	do	83 25			
T. Greenhow	do	18 50			
H. Ehmke	do	6 00			
	Carried forward	171 05	3,807 36	37,407 91	58,844 07

RETURN C. 3.—INDIANS OF BRITISH COLUMBIA—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	171 05	3,807 36	37,407 91	58,844 07
		Expenditure—*Concluded.*				
		Surveys under E. Mohun—Concluded.				
Vote 166	A. S. Fortune	For Provisions for party	5 70			
	Mara & Wilson	do	107 20			
	A. Postill	do	12 00			
	E. Bronson	do	17 83			
	F. Vernon	do	12 00			
				325 78		
	J. Howison	Board and lodging of men	11 00			
	H. B. Dart	do do	8 00			
	Geo. Besillie	do do	8 00			
	J. Newland	do do	6 50			
	T. Bedard	do do	15 75			
	J. Uren	do do	29 00			
	G. Tuttle	do do	15 00			
	E. Mohun	Rations for men	198 52			
	J. M. Nelson	Board and lodging of men	9 75			
	Peterson & Spellman	do do	14 50			
	E. Leguime	do do	17 00			
				333 02		
	T. Shotbolt	Drugs		8 00		
	T. R. Hibbin & Co	Stationery	39 49			
	C. Hayward	Drawing board	5 75			
				45 24		
	D. P. Leonard	Ranging rods	11 00			
	J. P. Burgess	Fitting map case	10 75			
	A. McKinnon	Horse shoeing	7 50			
	E. Marvin	Hardware	35 15			
	H. C. Wilson	do and utensils	45 00			
	Burns & Co.	Crockery	17 70			
	E. B. Marvin	Tents and ropes	82 55			
	L. H. Wilton	Repairs to tents	21 50			
	A. McLean	One canoe	25 00			
	J. Campbell	Sundries	7 50			

B. C. Express Co.	Freight of baggage, etc	100 50			
E. Mohun	Sundry petty disbursements	26 50			
			390 65		
	Total cost of Mr. Mohun's party			4,910 05	
	Total Expenditure				42,317 96
	Balance unexpended				16,526 11

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

RETURN C. 4.—INDIANS OF PRINCE EDWARD ISLAND.

Authority for Payments.	To whom.	Service.	$ cts.	$ cts.	cts.	$ cts.
Vote 165		Legislative Appropriation 1880 81				2,055 00
		Expenditure.				
	John O. Arsenault	Salary as Agent, for 12 months, to 30th June, 1881		200 00		
	George Davies & Co.	For Supplies to destitute Indians; sundry accounts for the period between December, 1879, and June, 1881	433 08			
	John Gaffney	Supplies to destitute Indians; sundry accounts for the period between December, 1879 and April, 1881	270 85			
	John Yeo	Supplies furnished for destitute Indians during June and December quarters, 1880	14 10			
	R. T. Holman	Supplies furnished for destitute Indians between September, 1880, and April, 1881	142 02			
	David Egan	Supplies for destitute Indians, furnished in March, 1881	39 38			
	John Maynard	do do June, 1881	33 67			
	Joseph O. Arsenault	do do December, 1880	8 78			
				941 88		
	P. Conroy, M.D.	Professional services to Indians, to June, 1881	44 35			
	J. F. Gillis, M.D.	do do do	109 10			
	Jas. Walsh, M.D.	do do September, 1879	3 85			
	J. F. Brine, M.D.	do do March, 1881	49 30			
	M. Wall, M.D.	do do April, 1880	22 85			
	J. A. Gourlie	Medicines	12 54			
	Wm. B. Dyer	do	2 93			
	W. R. Watson	do	10 41			
	McNeil & Co.	do	3 63			
				258 96		
	John O. Arsenault	Salary as School teacher, for 12 months, to 30th June, 1881	200 00			
	Joseph O. Arsenault	For 6 cords firewood for school house	9 00			
				209 00		
	John O. Arsenault	Travelling allowance		100 00		
	John S. Yeo	Building material for Indians houses	38 60			
	Thomas Glover	Windows and doors do	23 25			
	David Egan	Building material do	16 75			
				78 60		
	Sundry persons	Seed-grain purchased and distributed by Agent		200 00		
	Edward Ellis	1 yoke of oxen for Lennox Island band		54 00		

M. A. Brennan	Printing notices prohibiting sale of liquor to Indians		1 75		
Queen's Printer	Printing		8 17		
	Total Expenditure				2,052 36
	Balance unexpended				2 64

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant,

GENERAL ACCOUNT—INDIANS OF MANITOBA AND THE NORTH-WEST.

WITH 10 SUBSIDIARY STATEMENTS, "A to "J" FOLLOWING.

APPROPRIATIONS.	Amount.	Total.	EXPENDITURE.	Statement.	Total.
	$ cts.	$ cts.			$ cts.
For Annuities		216,191 00	Payment of annuities	*A.*	167,241 00
Implements and cattle	67,460 00		Purchase of implements, cattle, ammunition, twine, seed, grain, &c.	*B.*	76,390 46
Balance from 1879-80, brought forward under authority of Order-in-Council of 16th July, 1880	7,192 36		Erection and maintenance of grist mill	*C.*	6,964 55
		74,652 36	Provisions purchased for annuity payments and for distribution to destitute Indians	*D.*	284,482 50
Grist mill	3,000 00		Clothing	*E.*	2,804 07
Supplementary estimate	4,186 00		Schools	*F.*	4,261 55
		7,186 00	Surveys	*G.*	16,664 21
Provisions	130,686 00		Farm wages	*H.*	38,273 11
Supplementary estimate	125,991 00		Sioux	*I.*	3,080 48
Further grant, under authority of His Excellency the Governor-General's Warrant, and Order-in Council of 22nd June, 1881	27,805 50		General expenses, covering salaries, rents, fuel, postage and telegrams, printing and stationery, medicine and medical attendance, &c.	*J.*	126,575 77
		284,482 50			
Clothing		2,806 00			
Schools—Supply Act, 1880-81	11,000 00				
Portion of balance of 1879-80 carried forward, expended to 30th Sept., 1880	1,184 05				
		12,184 05			
Surveys		15,000 00			
Farm wages—Supply Act, 1880-81	36,430 00				
Balance, 1879-80, carried forward	1,383 14				
		37,813 14			
Sioux—Supply Act, 1880-81	7,000 00				
Portion of balance of 1879-80 carried forward, expended to 30th Sept., 1880	497 98				
		7,497 98			
Buildings for Commissioner		12,000 00			
General expenses	61,430 00				
Supplementary estimate	37,902 00				
Further expenditure, under authority of His Excellency the Governor-General and Orders-in-Council of 30th April, 1881, and 22nd June, 1881	26,194 50				
		125,526 50			
		795,339 53	Total expenditure		726,737 70
			Balance unexpended		68,601 83
					795,339 53

DEPARTMENT OF INDIAN AFFAIRS, OTTAWA, 30th June, 1881.

ROBERT SINCLAIR, *Accountant.*

L. VANKOUGHNET,

Deputy Supt.-General of Indian Affairs.

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		ANNUITIES UNDER TREATIES.				
Vote 167		Legislative Appropriation, 1880–81				216,191 00
		EXPENDITURE.				
		Treaty No. 1.				
		9 Chiefs, each $25 00		225 00		
		34 Headmen do 15 00		510 00		
		3,693 Indians do 5 00		18,465 00		
		Arrears to absentees from former payments		895 00		
					20,095 00	
		Treaty No. 2.				
		7 Chiefs, each $25 00		175 00		
		29 Headmen do 15 00		435 00		
		1,001 Indians do 5 00		5,005 00		
		Arrears to absentees from former payments		194 00		
					5,809 00	
		Treaty No. 3.				
		30 Chiefs, each $25 00		750 00		
		84 Headmen do 15 00		1,260 00		
		2,589 Indians do 5 00		12,945 00		
					14,955 00	
		Treaty No. 4.				
		33 Chiefs, each $25 00		825 00		
		117 Headmen do 15 00		1,755 00		
		8,755 Indians do 5 00		43,775 00		
		Over payment to one Chief to be deducted next year		5 00		
		Arrears to absentees from former payments		17,416 00		
					63,776 00	
		Carried forward			104,635 00	216,191 00

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			104,635 00	216,191 00
		Expenditure—*Concluded.*				
		Treaty No. 5.				
Vote 167		9 Chiefs, each $25 00		225 00		
		25 Headmen do 15 00		375 00		
		3,190 Indians do 5 00		15,950 00		
		Arrears to absentees from former payments		115 00		
					16,665 00	
		Treaty No. 6.				
		30 Chiefs, each $25 00		750 00		
		105 Headmen do 15 00		1,575 00		
		5,121 Indians do 5 00		25,605 00		
		Arrears to absentees from former payments		2,560 00		
		Arrears to one Headman short paid in 1879		5 00		
				30,495 00		
		Less—Refunds		183 00		
					80,312 00	
		Treaty No. 7.				
		6 Chiefs, each $25 00		150 00		
		23 Headmen do 15 00		345 00		
		2,960 Indians do 5 00		14,800 00		
		Arrears to absentees		65 00		
					15,360 00	
		Cheques issued by Commissioner Dewdney in 1879, and not presented for payment in time to be incorporated with the accounts of 1879-80			19 00	

	Commutation of Annuities.				
	Isabella McAuley		50 00		
	Margaret Monkman		50 00		
	Susanne Sinclair		50 00		
	Margaret Moar		50 00		
	Mary J. Garioch		50 00		
				250 00	
	Total Expenditure				167,241 00
	Balance unexpended				48,950 00

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

B.—INDIANS OF MANITOBA AND NORTH-WEST.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Agricultural Implements, Cattle, Seed-grain, Tools, Ammunition and Twine, furnished under Treaties.				
Vote 168		Legislative Appropriation, 1880-81			67,460 00	
		Balance brought forward from 1879-80, under authority of Order in Council of 16th June, 1880			7,192 36	
						74,652 36
		Expenditure.				
		For Treaty No. 1.—Agricultural Implements.				
	H. L. Reynolds	For St. Peter's Band—				
		2 fanning mills, each $35 00	70 00			
	J. H. Ashdown	Delivered under contract at Winnipeg—				
		10 setts harrows, per sett $13 30	133 00			
		4 breaking ploughs, each 23 75	95 00			
		14 setts trace chains, per sett 1 25	17 50			
		14 do whiffletrees do 3 25	45 50			
	do	For St. Peter's Reserve—				
		10 scythes	8 70			
		10 scythe snaiths	6 80			
		1 doz. axes	8 50			
		2 do per doz. $7 90	15 80			
		2 doz. hoes do 6 36	12 72			
		3 harrows, each 14 35	43 05			
	do	For Brokenhead Island Reserve—				
		¼ doz. scythes, per doz. $10 80	3 60			
		¼ do snaiths do 8 72	2 91			
		3 breaking ploughs, each 25 00	75 00			
		6 setts trace chains, per sett 1 50	9 00			
		6 do whiffletrees do 3 40	20 40			

do	For Brokenhead Cape Reserve—				
	1 scythe	0 91			
	1 snaith	0 71			
	1 breaking plough	25 25			
	2 setts trace chains, per sett $1 50	3 00			
	2 do whiffletrees do 3 40	6 80			
do	For Fort Alexander Reserve—				
	1 harrow	14 35			
	4 harrows, each $14 00	56 00			
	½ doz. scythes, per doz. 10 70	5 35			
	½ do snaiths do 8 44	4 22			
	1 do axes	8 75			
	4 breaking ploughs, each $25 00	100 00			
	1 doz. hoes	6 75			
	8 setts trace chains, per sett $1 35	10 80			
	8 do whiffletrees do 3 30	26 40			
do	For Rosseau River Reserve—				
	2 breaking ploughs, each $25 00	50 00			
	4 setts trace chains, per sett 1 35	5 40			
	4 do whiffletrees do 3 30	13 20			
	2 harrows, each 13 50	27 00			
		932 37			
	Deduction for difference less in freight from Winnipeg to Stone Fort	4 24			
			928 13		
	Cattle.				
C. R. McFie	For 1½ tons hay for feeding cattle at Brokenhead	24 00			
R. Stevenson	7 loads do do	21 00			
J. Anderson	3 do do do	6 00			
E. L. Osler	800 lbs. do do	8 00			
E. Lecourt	Teaming and driving cattle to Portage la Prairie in 1876	130 00			
J. W. Lachambre	74 days' feed of impounded ox, belonging to Rosseau Band	19 75			
			208 75		
	Seed-Grain.				
Hudson's Bay Co	For St. Peter's Reserve—				
	200 bushels wheat, per bush., $1.40	280 00			
	123 do centals	15 38			
Brown, Oldfield & Co	2 do wheat	8 95			
			304 33		
	Carried forward		1,441 21		74,652 36

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		1,441 21		74,652 36
		EXPENDITURE—*Continued.*				
		Ammunition and Twine.				
Vote 168	Hudson's Bay Co.	For St. Peter's Band	340 84			
		Brokenhead Is'and Band	95 25			
		do Cape do	15 12			
		Fort Alexander do	94 23			
		Rosseau River do	118 25			
		Long Plain do	33 13			
		Swan Lake do	42 45			
		Sandy Bay	46 59			
				785 86		
		Total expenditure, Treaty No. 1			2,227 07	
		For Treaty No. 2—Agricultural Implements.				
	J. H. Ashdown	For 2 setts harness, per sett, $16.90	33 80			
		1 doz. scythes	10 79			
		1 do snaiths	9 28			
		1 breaking plough	28 75			
		1 cross do	18 75			
		4 setts trace chains, per sett, $1 75	7 00			
		4 sett whiffletrees, do 3 60	14 40			
	R. C. Vidal	½ doz. scythes, per doz. 15 00	7 50			
		½ do snaiths, do 15 00	7 50			
		½ do scythe stones, per doz. 2 40	1 20			
		1 grind stone	3 00			
				141 97		

	Seed-Grain.				
Mrs. Campbell	For 20 bushels potatoes, per bush, $0 62½	12 50			
F. Storr	10 do do 0 75	7 50			
G. Sabistone	20 do do 0 75	15 00			
W. Sabistone, sen.	10 do do 0 75	7 50			
Kah-Kee-waysh.	10 do do 0 75	7 50			
Tah tah-see-Kay	10 do do 0 75	7 50			
W. Anderson, sen.	20 do do 0 75	15 00			
do	3 bushels barley do 1 00	3 00			
Kee-noo moo-tay	24 do potatoes do 0 75	18 00			
Ah-yah pee-tah.	18½ do do do 0 75	13 87			
Hudson Bay Co.	6 do wheat do 1 50	9 00			
	10 do barley do 1 25	12 50			
	20 do potatoes do 1 25	25 00			
			153 87		
	Ammunition and Twine.				
Hudson Bay Co.	For Crane River Band	12 00			
	Lake Manitoba Band	34 07			
	Ebb and Flow Lake Band	31 79			
	Riding Mountain Band	32 50			
	Water Hen River Band	25 73			
	Fairford River Band	41 88			
	Lake St. Martin Band	14 29			
	Little Saskatchewan Band	18 84			
			214 10		
	Total Expenditure, Treaty No. 2			509 94	
	For Treaty No. 3.—Agricultural Implements.				
J. Ashdown	For Assbaskasing—				
	3 coulters and clasps for ploughs, each $5 00	15 00			
	4 harrows, each $16 90	67 60			
	1½ doz. scythes, per doz. 10 97	16 46			
	1½ do snaiths do 9 29	13 93			
	1 cross-cut saw	3 50			
	4 setts trace chains, per sett $1 75	7 00			
	4 do whiffletrees do 3 60	14 40			
	For Lac Seul—				
	12½ doz. axes, per doz. $14 68	179 83			
	12¼ do do 9 87	120 91			
	Carried forward	438 63		2,737 01	74,652 38

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	438 63		2,737 01	74,652 36
		Expenditure—*Continued.*				
		For Treaty No. 3.—Agricultural Implements.—Concluded.				
		For Mattawan—				
Vote 168	J. Ashdown	1¾ doz. hoes, per doz. $9 06	15 85			
	A. Church	1 ox yoke and whiffletrees	10 00			
	Purcell & Co	Freighting implements, &c	29 40			
	E. Lecourt	Sundries	30 00			
				523 08		
		Seed-Grain.				
	R. Maitland	For Eastern Bands of Treaty No. 3—				
		60 bush. potatoes, per bush. $0 75	45 00			
		4 do timothy do 5 00	20 00			
		1 do clover	9 00			
		1 do peas	1 00			
		24 bags for above, each $0 25	6 00			
		Cartage of above	0 75			
		60 bush. potatoes, per bush. $1 50	90 00			
		30 bags for above	4 50			
	Johnson, Penrose & Co	11,950 lbs. hay, per ton $15 00	89 63			
		Freighting above	37 50			
	N. K. Street & Co	Balance of account due them for purchases by late Agent Mathers in 1878-80	220 00			
	McKay Estate	70 bush. potatoes	90 00			
		Freighting 2,520 lbs. potatoes to Fort Frances	25 20			
				638 58		
		Ammunition and Twine.				
	N. K. Street & Co	For Eastern Bands of Treaty No. 3—				
		114 lbs. gilling twine, per lb. $0 80	91 20			
		74 do sturgeon do do 0 45	33 30			
		7 kegs powder, per keg 6 50	45 50			
		12,000 gun caps, per M. 1 00	12 00			
		20 bags shot, per bag 2 50	50 00			

Hudson's Bay Co.	For ammunition and twine at Assabaskasing	423 75			
do	do Lac Seul	269 26			
do	do Mattawan	179 15			
do	do Coutchiching	512 85			
do	do Rat Portage	100 90			
do	do Islington	104 15			
do	do Winnipeg	580 60			
			2,402 66		
	Total Expenditure, Treaty No. 3			3,564 32	
	For Treaty No. 4.—Agricultural Implements.				
H. L. Reynolds	For 5 fanning mills, each $35 00	175 00			
Hudson's Bay Co.	3 hoes, do 1 50	4 50			
do	1 cart for Chief "Ocean Man"	18 00			
do	1 cart and harness for "White Bear"	23 00			
do	Freight of harrows	1 50			
N.W. Mounted Police	1 waggon	65 00			
T. A. Brown	2 double waggons for File Hills and Crooked Lake Reserves	204 00			
J. H. Ashdown	12 breaking ploughs, each $26 85	322 20			
do	36 plough points, do 4 00	144 00			
do	12 setts trace chains, per sett 1 85	22 20			
do	12 do whiffletrees, do 3 60	43 20			
Geo. Fisher & Co.	Freight of ploughs	13 25			
I. G. Baker & Co.	Implements, farming milis, &c., delivered at Fort Ellice	1,026 86			
do	Double trees and plough points	57 50			
E. Kraft	Ploughs, harness, &c., delivered at Fort Ellice	464 77			
N.W. Trading Co.	1 doz. snaiths	18 00			
			2,602 98		
	Cattle.				
Hudson's Bay Co.	For 2 oxen, with collars	153 00			
T. A. Brown	5 yoke oxen for File Hills Reserve, per yoke, $125 00	625 00			
do	109 cows, each, 58 00	6,322 00			
do	13 bulls, do 53 00	689 00			
W. Peden	Freight of 1,500 lbs. hay	10 00			
E. Brisbois	Herding and branding cattle	10 00			
M. Chartrain	1 cow and calf	55 00			
W. Cameron	1 cow	50 00			
M. Valee	4 cows and calves for Chief, "Way-way-see-Cappo"	220 00			
do	Driving 13 head of cattle, Qu'Appelle to Ellice	10 00			
Smart & Wray	Paid Indians for driving 20 cows	11 50			
J. Cyr	Driving 20 cows	24 00			
W. Grant	1 yoke oxen for Chief, "Gambler"	160 00			
	Carried forward	8,339 50	2,602 98	6,301 33	74,652 36

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	8,339 50	2,602 98	6,301 33	74,652 36
		Expenditure—*Continued.*				
		***For Treaty No. 4—Cattle*—Concluded.**				
Vote 168	J. W. Johnson	For 15 yoke oxen, distribution, at $168	2,520 00			
	W. Boucher	Inspecting and branding 177 head of cattle	177 00			
	I. G. Baker & Co.	25 yoke oxen for distribution, at $125	3,125 00			
	N.W. Mounted Police	1 cow at $40; 1 bull at $60	100 00			
	A. Klyne	3 tons hay, per ton $9	27 00			
				14,288 50		
		Seed-Grain.				
	Hudson's Bay Co.	For 742½ bushels potatoes for distribution	1,028 30			
	do	Seed potatoes to various bands	287 50			
	do	150 bushels wheat	350 00			
	do	75⅛ do barley	186 26			
	do	70 do oats, per bush. $1 75	122 50			
	do	21⅛ do pease, do 3 00	65 00			
	do	3 do corn	11 00			
	do	Freight on 18,320 lbs. seed to various points	213 90			
	Roman Catholic Mission.	235 bushels potatoes	343 75			
	do do	100 do wheat, at $2.25	225 00			
	G. Fisher & Co.	50 do potatoes, at 50cts	25 00			
	do	2 do barley, at $1.75	3 50			
	N. Brass	14 do potatoes	14 00			
	do	40 lbs. wheat	1 50			
	The "Key" Chief	31 bushels potatoes	31 00			
	do	4 do barley, at $1.50	6 00			
	Apetakke	4 do potatoes	4 00			
	I. G. Baker & Co.	829 lbs. oats for Assiniboine Reserve	43 94			
	C. Boissoneault	Sacks for potatoes	20 50			
	B. Robillard	20 bushels wheat, at $2.25	45 00			
	R. Evans & Co.	Sundry garden seeds for distribution	166 75			
	Canada Pacific Railway.	Freight on above	10 00			
	Mowat & Saffery	1⅛ bushels wheat, at $2.25	4 31			

do	2½ do barley, at $1.50	3 43				
do	61 do potatoes, at $1.50	91 50				
C. Ross	Freight on 2,400 lbs. wheat, at 2cts	48 00				
C. Dezulais	4 bushels potatoes, at $1.50	6 00				
Chief "Clear Sky"	Freight on 2,000 lbs. oats, at ½c	10 00				
J. Tanner	do 116 do seed, at 5cts	5 80				
J. Mekis	do 500 do barley, at ½c	2 50				
A. Klyne	do 2,040 do seed, at 1c	20 40				
H. S. Moore	28 bushels oats, at $1.50	42 00				
do	440 lbs. wheat, at 1c	4 40				
do	120 do bran, at ½c	0 60				
do	Freight on 1,512 lbs., to Touchwood Hills, at 2½cts	37 80				
S. C. Ashley	60 lbs turnip seed, at 50cts	30 00				
T. C. Power & Brother	Express charges on 35½ lbs. seed, at 10cts	3 55				
A. Le Rocque	34½ bushels potatoes, at $1.50	51 75				
do	2½ do corn, at $4	9 00				
Tay-pay-sa	Services as Messenger respecting seed	8 00				
H. Bear	Ploughing six days	30 00				
			3,613 44			
	Tools.					
Hudson Bay Co	For ¾ doz. pit saw files	2 40				
I. G. Baker & Co	Tools under contract	1,391 38				
do	Nails, scales, &c	84 40				
			1,478 18			
	Ammunition and Twine.					
Howard & Crawford	For 1,200 gun caps	2 00				
do	37 lbs. twine	23 80				
do	50 do shot	10 00				
Hudson Bay Co	Powder, shot and twine, at Touchwood Hills	317 26				
I. G. Baker & Co	1,725 lbs. powder, at 29cts	500 25				
do	3,200 do shot, at 12½cts	400 00				
do	1,332 do ball, at 14½cts	193 14				
do	5,000 cartridges	94 50				
do	20,000 gun caps	25 00				
do	10 double guns, at $15	150 00				
do	10 single guns, at $7.75	77 50				
do	Ammunition for Treaty payments at Fort Walsh	79 05				
do	Freight on 1,200 lbs. shot, Ellice to Qu'Appelle	18 00				
do	do ammunition to various points	722 47				
do	228 lbs. twine, at 50 cts	114 00				
do	30 do 65 cts	19 50				
do	8 doz. skeins twine, at $7	56 00				
do	7 do cod lines, at $6	42 00				
	Carried forward	2,844 47	21,983 10	6,301 33	74,652 36	

B.- INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	2,844 47	21,983 10	6,301 33	74,652 36
		Expenditure—Continued.				
		For Treaty No. 4—Ammunition and Twine—Concluded.				
Vote 168	C. Boissonneault	For Ammunition to Indians at Fort Walsh	26 75			
	H. Bear	Gun-caps	2 50			
	Hudson Bay Co.	51 lbs. powder, at 62 cts.	31 62			
	do	35 do lead, at 25 cts.	8 75			
	do	Gun-caps	27 25			
	do	9½ lbs. shot, at 25 cts.	2 37			
	do	Sundries	95 09			
				3,038 80		
		Total Expenditure, Treaty No. 4			25,021 90	
		For Treaty No. 5.—Agricultural Implements and Tools.				
	J. H. Ashdown	For Black River Band—				
		3 setts harrows, at $15.40	46 20			
		¼ doz. scythes, at $10.89	2 72			
		¼ do snaiths, at $8.75	2 19			
		3 breaking ploughs, at $26	78 00			
		6 setts trace chains, at $1.65	9 90			
		6 do whiffletrees, at $3.50	21 00			
	do	For the Island Band—				
		1¼ doz. axes, at $9.70	18 60			
		5¼ do hoes, at $7.06	36 48			
		2½ do spades, at $12.60	36 75			
		1 pit-saw	4 67			
		1 cross-cut saw	3 32			
		1 hand-saw	1 55			
		1 auger	0 75			
	do	For Fisher River—				
		1½ doz. hoes, at $7.22	9 02			

		1½ do spades, at $13.62	12 49			
		1 auger	0 80			
do		For Beren's River—				
		2½ doz. axes, at $9.80	24 50			
		11½ do hoes, at $7.22	83 03			
		5¼ do spades, at $13.62	71 50			
		1 auger	0 80			
do		For Norway House—				
		5½ doz. axes, at $9.80	51 45			
		14¼ do hoes, at $7.22	102 89			
		8⅓ do spades, at $13.62	113 50			
		1 auger	0 80			
do		For Cross Lake—				
		2⅓ doz. axes, at $9	21 00			
		5½ do hoes, at 6.78	40 12			
		3⅓ do spades, at $12.60	42 00			
		1 pit-saw	4 67			
		1 cross-cut saw	3 82			
		1 hand-saw	1 55			
		1 chest tools	27 25			
		1 auger	0 80			
do		For Grand Rapids—				
		2 scythes	1 88			
		2 snaiths	1 62			
		1⅔ doz. hoes, at $7.20	13 20			
		1⅓ do spades, at $13.62	18 16			
do		For Cumberland—				
		3¼ doz. axes, at $13.59	44 16			
		8½ do hoes, at $9.30	82 93			
		5⅓ do spades, at $18.34	97 81			
		1 pit saw	5 35			
		1 cross-cut saw	3 94			
		1 hand saw	1 84			
		1 auger	0 90			
do		For The "Pas"—				
		7 scythes	7 91			
		7 snaiths	8 17			
		5½ doz. axes, at $13.50	80 41			
		17⅞ do hoes, at $9.30	161 20			
		9 do spades, at $18.34	165 06			
		1 auger	0 90			
do		2 scythes	2 16			
do		2 snaiths	2 14			
do		2⅓ doz. axes, at $12.51	29 19			
do		7¼ do hoes, at $8.71	63 15			
do		4 1/12 do spades, at $17.00	69 40			
do		1 pit saw	5 25			
		Carried forward	1,740 85		31,323 23	74,652 36

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	1,740 85		31,323 23	74,652 36
		Expenditure—*Continued.*				
		For Treaty No. 5—Agricultural Implements and Tools—Con.				
Vote 168	J. H. Ashdown	For 1 cross-cut saw	3 77			
	do	1 hand saw	1 72			
	do	1 auger	0 85			
				1,747 19		
		Cattle.				
	Hudson Bay Co	For 1 bull	75 00			
	do	2 oxen	200 00			
	do	4 cows, at $75.00	300 00			
				575 00		
		Seed-Grain.				
	H. Cochran	For 25 kegs of potatoes for "Pas" Band, at $1.50	37 50			
	do	10 do Grand Rapids Band, at $1.50	15 00			
	J. Clements	13 bush. potatoes for "Pas" Band	19 50			
	Hudson Bay Co	6 5 do do distribution	882 50			
	do	28 do wheat for distribution	65 00			
	do	36 do barley do	72 00			
				1,091 50		
		Ammunition and Twine.				
	Hudson Bay Co	For Powder, shot and twine for Black River Band	9 55			
	do	do do Island do	38 75			
	do	do do Fisher River do	29 60			
	do	do do Beren's River do	75 00			
	do	do do Norway House do	94 25			
	do	do do Cross Lake do	34 15			
	do	do do Grand Rapids do	20 40			

do	do	do	Cumberland	do	53 30			
do	do	do	"Pas"	do	104 95			
do	do	do	Moose Lake	do	30 50			
do	do	do	Chemawawin	do	9 50			
do	do	do	Agency Office, for distribution.		675 06			
						1,175 01		
			Total Expenditure, Treaty No. 5				4,588 70	
			Treaty No. 6—Agricultural Implements.					
H. L. Reynolds	For	5	fanning mills for Edmonton, at $35.00		175 00			
do		5	do Prince Albert, at $35.00		175 00			
Mahoney & McDonald		1	cart for Chief "The Partridge"		8 00			
do		8	scythes, at $1.75		14 00			
do		3	snaiths		5 25			
do		1	auger		1 75			
do			Implements, &c., for various bands		26 10			
Hudson Bay Co		6	files		2 25			
do		3	ox collars, at $3.25		9 75			
do		2	clubbers and straps		3 50			
do		11	grain scythes		27 50			
do			Freight on 945 lbs. implements for White Fish Lake		15 43			
do			do 214 do spades, Fort a la Corne to Carleton		3 21			
do		5	hoes, at $1.50		7 50			
do		17	scythes, at $2.50		42 50			
do		6	snaiths, at $1.50		9 00			
James Wright & Co		48	scythes, at $1.13		54 24			
do		48	snaiths, at 84 cts		40 32			
do		48	hay forks, at $1.15		55 20			
do		48	axes, at $1.25		60 00			
do		6	grind-stones, 289 lbs., at 5 cts		14 45			
do		36	cross-cut saw files, at 75 cts		27 00			
do			Implements under contract		5,498 92			
do		24	hand-saw files, 29 cts		6 96			
do		36	breaking ploughs, at $31.00		1,116 00			
do		108	plough points, at $6.00		648 00			
do		36	pairs whiffletrees, at $4.50		162 00			
do		48	scythe stones, at 21 cts		10 08			
do		8	doz. sickles, at $8.00		64 00			
do		50	grain cradles, at $7.50		375 00			
do		156	garden hoes, at $1.13		176 28			
do		54	turnip hoes, at $1.25		67 50			
do		18	shovels, at $1.75		31 50			
do		5	scoop shovels, at $2.00		10 00			
do		9	pick-axes, handled, at $2.25		20 25			
			Carried forward		8,963 44		35,911 93	74,652 36

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts
		Brought forward	8,963 44		35,911 93	74,652 36
		EXPENDITURE—*Continued.*				
		For Treaty No. 6—Agricultural Implements—Concluded.				
Vote 168	James Wright & Co.	For 5 hay knives, at $3.00	15 00			
	do	5 keg nails, at $13.50	67 50			
	do	50 garden rakes, at $1.10	55 00			
	do	Plough clevices and harrow couplings	178 25			
	P. Ballendine	6 axes for Chief "Mosquito," at $2.00	12 00			
	do	2 ox collars for Chief "Pondmaker"	2 00			
	A. McGillis	Repairs to ploughs	3 50			
	L. Gerneaux	Freight 1,630 lbs. implements	16 30			
	James McDonald	do 8,580 do	203 62			
	E. Kraft	Ploughs and harness delivered at Prince Albert	2,209 20			
	E. McGillivray	2 setts ox harness, at $8.00	16 00			
	A. J. Prongua	2 ox yokes	18 00			
	R. McKernan	2 carts for Chief "Pass Pass Chase"	64 00			
	F. A. Stuart & Co.	15 axes, at $2.25	33 75			
	J. Walter	Mending fanning mills	8 25			
	P. Ballendine	7 lbs. rope	2 45			
	Hudson Bay Co.	10 bushels lime	10 00			
			11,878 26			
		LESS—Deducted from invoice of James Wright & Co., for freight on 56 plough wheels mis-sent to Edmonton	25 20			
				11,853 06		
		Cattle.				
	Hudson Bay Co.	For 2 oxen, at $75.00	150 00			
	do	Hay for Chief "One Arrow"	2 50			
	do	Driving cattle	10 62			
	G. Marchond	1 mule for Chief "Pondmaker"	80 00			
	do	2 horses for Chiefs, at $80.00	160 00			
	Norris & Logan	2 oxen for Chief "Alexis," at $80.00	160 00			

do	1 horse do do	60 00			
do	3 oxen for chiefs not named	240 00			
James Walker	1 bull	50 00			
C. Pruden	1 horse each, for Chiefs at Stoney and Meadow Lakes, at $75.00 and $70.00	145 00			
do	1 horse for Chief "Petaquaki Lakes"	100 00			
M. A. Groat	1 cow do "Bobtail"	50 00			
T. Shedden	Wages as herder, 3 months, at $20.00	60 00			
S. Ballendine	Driving cattle	340 50			
E. McGillivray	2 oxen at Edmonton, at $80.00	160 00			
do	1 do do	70 00			
T. Smith	3 do	200 00			
D. McLeod	2 do at $75.00	150 00			
C. Smith & Co	10 cows for Edmonton District, at $50.00	500 00			
L. Gourdeau	1 stack hay	10 00			
L. St. George	40 days herding cattle	34 94			
			2,733 56		
	Seed-Grain.				
Hudson Bay Co	For 105½ bushels seed-potatoes	166 87			
do	159½ do wheat	321 75			
do	88½ do barley	105 75			
do	32 bags for wheat	19 20			
do	Freight on seed to various points	307 87			
do	Horse hire, ploughing Indian Reserve	20 00			
do	Hire of draught animals	7 00			
do	Sowing grain	5 00			
Norris & Logan	461 bushels potatoes	461 00			
do	228 do barley	333 00			
do	34 do wheat, at $2.25	76 50			
do	2 lbs. turnip seed, at $3.20	6 40			
do	Breaking 10 acres prairie land	60 00			
do	Freight on 18,550 lbs. seed to various points	348 99			
B. Pruneau	9 bushels wheat	9 00			
Roman Catholic Mission	44 do potatoes, at $0.25	11 00			
F. Primot	Freight on 6,050 lbs. wheat, at $0.03	181 50			
J. A. McDougall	47 3/16 bushels barley, at $1.25	59 55			
do	4⅔ do potatoes, at $1.00	4 66			
J. Harris	55 do wheat, at $2.25	123 75			
Lee & Asham	Freight on 22,040 lbs. seed to various points	410 80			
do	Horse hire	18 00			
D. Noyes	17 1/16 bushels barley	17 85			
do	31 do wheat, at $2.25	69 75			
D. L. Clink	Ploughing 29¾ acres, at $5.00	148 75			
Stobart, Eden & Co	Freight on 50 bushels potatoes to Carleton, at 30 cts	15 00			
G. D. Gopsill	Ploughing 73¾ acres	318 75			
	Carried forward	3,627 60	14,586 62	35,911 93	74,652 36

B.—INDIANS OF MANTOBA AND NORTH-WEST—*Continued*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	3,627 60	14,586 62	35,911 93	74,652 36
		EXPENDITURE—*Continued.*				
		For Treaty No. 6—Seed-Grain—Concluded.				
Vote 168	J. Pritchard	For 24 days hire of oxen	24 00			
	P. G. Laurie	20 bushels potatoes, at $1.25	25 00			
	P. C. Pambrun	100 do oats, at $1.25	125 00			
	G. Hamilton	8½ bush. potatoes, at $1.25	10 62			
	L. Germaux	Freight on 13 630 lbs. seed	78 25			
	G. Coutts	do 6,871 do	110 02			
	J. Kirkness	16½ bush. wheat, $2.25	37 12			
	do	47 do barley, at $1.00	47 00			
	do	1 lb. turnip seed	2 00			
	D. Ross	200 bush. potatoes, at 75 cts	150 00			
	Stobart, Eden & Co	200 do oats	160 00			
	do	196 do do at 85 cts	166 60			
	do	400 do barley, at 90 cts	360 00			
	Ashdown & Agnew	170 do wheat, $1.35	229 50			
	J. A. Bruce	Sundry garden seeds	482 78			
	M. A. Groat	100 bush. barley, at $1.75	175 00			
	Canada Pacific Railway Co	Freight on garden seeds	28 20			
	E. McGillivray	100 bush. barley, at $2.00	200 00			
	Mahoney & McDonald	100 do oats, at $1.65	165 00			
	do	50 sacks, at 25 cts	12 50			
	W. P. Beaupre	100 bush. potatoes, at $1.25	125 00			
	E. Brazeau	200 do barley, at $1.25	250 00			
	J. Brown	Boxes for seeds	3 32			
	R. Scott	61 bush. barley, at $1.75	106 75			
	do	30 sacks	30 00			
	do	Freight on above	4 00			
	Villiers & Pearson	58 bags, at 60cts	34 80			
				6,770 06		

	Tools.				
James Wright & Co	6 pit saws, 36 feet, at $2.50 per foot	90 00			
do	2 cross-cut saw, 36 feet, at $1.15 per foot	41 40			
do	6 tool chests, at $40.00	240 00			
do	5 pairs blacksmiths' tongs, at $2.00	10 00			
W. Latimer	Sharpening saws	6 00			
Hudson Bay Co	9 lbs. nails, at 25cts	2 25			
Norris & Logan	1 auger	1 25			
Mahoney & McDonald	Tools for Chief "Mooseman"	5 50			
do	Freight paid Indians	5 70			
do	Sundry tools	34 42			
P. Ballendine	do	15 11			
			451 63		
	Ammunition and Twine.				
Mahoney & McDonald	For Powder and shot	28 00			
Hudson Bay Co	For Carleton—				
	22½ lbs. powder, at 50 cts	11 25			
	7 boxes gun caps	2 59			
	Freight on ammunition	0 35			
do	39 boxes gun caps, at 37½ cts	14 57			
do	61½ lbs. powder, at 50 cts	30 75			
do	5 lbs. shot, at 25 cts	1 25			
do	Powder, shot and twine under contract at Prince Albert, for distribution	1,554 61			
do	Powder, shot and twine under contract at Edmonton for distribution	2,466 13			
do	60 lbs. shot, for Carleton, at 22½ cts	13 50			
do	Gun caps	1 85			
	Ammunition under contract delivered at the undermentioned points.				
Hudson Bay Co	For Fort Pitt	331 90			
do	Carleton	53 90			
do	Victoria	223 00			
do	Battleford	156 75			
do	Gun flints	2 50			
do	Powder and shot	46 49			
do	Ammunition distributed at Treaty payments	50 01			
do	Freight on ammunition	6 50			
P. Ballendine	304 lbs. shot, at 25 cts	76 00			
do	152 do powder, at 50 cts	76 00			
Stobart, Eden & Co	9 skeins fishing twine, at 50 cts	4 50			
	Carried forward	5,152 40	21,806 31	35,911 93	74,652 36

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	5,152 40	21,808 31	35,911 93	74,652 36
		Expenditure—*Continued.*				
		For Treaty No. 6—Ammunition under contract delivered at the undermentioned points—Concluded.				
Vote 168	Villiers & Pearson	For 8 knots fishing twine	16 00			
	Rev. A. Fabard	5 lbs. do	2 50			
	Norris & Logan	12 skeins do at $1.25	15 00			
	Brown & Curry	Ammunition	56 95			
	P. C. Pambrun	15 nets, at $3	45 00			
				5,287 85		
		Miscellaneous.				
	Hudson Bay Co	For Payment in full for all indebtedness contracted by late Agent James G. Stewart, at Edmonton	6,073 35			
		Less—Items considered improper, payment of which was refused	526 35			
				5,547 00		
		Total Expenditure Treaty No. 6.		32,643 16		
		Less—Price of one calf sold by Agent Clarke to Prunot		9 00		
					32,634 16	
		Treaty No. 7.—Agricultural Implements.				
	D. McDougall	For 1 cart and harness for "Stonies"	41 00			

do	*Freight on harrows, 900 lbs. at 1½ cts*	13 50				
I. G. Baker & Co	10 cross ploughs, at $16	160 00				
do	Sundry implements	1,831 05				
R. K. Kenebeck	Blacksmithing	20 75				
North-West Mounted Police	20 reaping hooks, at 30 cts	6 00				
do do	2 axes for "Stonies"	2 50				
Latimer & Gilbert	Shingle machine irons	2 00				
			2,076 80			
	Cattle, &c.					
James R. Scott	For Herding from 1st April to 15th November, 1880, 7½ months, at $200 per month	1,500 00				
	Less—Cost of rations supplied by North-West Mounted Police during that period	149 53				
			1,350 47			
North-West Mounted Police	Quartermaster's stoppages, James R. Scott, from July, 1879, to July, 1880	188 30				
do do	Rations issued to herding party	10 14				
G. C. Ives	Herding from 16th November, 1880, to 30th April, 1881, 5 months 16 days, at $150 per month	830 00				
I. G. Baker & Co	1 coil rope, 50 lbs., at 18 cts	9 00				
R. Higgs	4 days branding cattle, at $2.50	10 00				
N.W. Mounted Police	Oats, rope, &c	39 03				
			2,436 94			
	Seed-Grain.					
S. Mills	For 3,960 lbs. potatoes, at 2½ cts	99 00				
F. Watcher	5,325 do 3 cts	159 75				
R. Evans & Co	Garden seeds for distribution	162 18				
T. C. Power & Bro	do do	6 60				
W. E. Turner	Turnip do do	15 40				
Allison & Hyde	1,743 lbs. potatoes for Blood Reserve, at 4½ cts	78 43				
do	6,000 do Blackfoot do 4½ cts	270 00				
Steel & Norris	Freight on 630 lbs. oats do do 1 ct	6 30				
H. Burgoyne	do 6,000 lbs. potatoes Blackfoot Reserve, at 1 ct	60 00				
T. Robinson	Ploughing 30 acres, at $5.00	150 00				
			1,007 66			
	Ammunition and Twine.					
I. G. Baker & Co	For Ammunition, &c., for distribution	2,171 60				
	Carried forward	2,171 60	6,871 87	68,546 09	74,652 36	

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward.....	2,171 60	6,871 87	68,546 09	74,652 36
		Expenditure—*Concluded.*				
		For Treaty No. 7—Ammunition and Twine—Concluded.				
Vote 168.....	I. J. Baker.....	For 45 cod lines, at 50 cts.....	22 50			
	do	318 lbs twine, 40 cts	127 20			
	"Little Child".....	Freight on ammunition to Saulteaux Reserve.....	1 67			
				2.322 97		
		Total Expenditure, Treaty No. 7.....	.....	.....	7 844 37	
		Total Expenditure under Vote 168.....	.....	.....	.....	76,390 46
		Over-expended.....	.....	.....	.....	1,738 10

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

Department of Indian Affairs,
Ottawa, 30th June, 1881.

Robert Sinclair,
Accountant.

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Grist Mill				
Vote 169		Legislative appropriation for 1880-81				3,000 00
		Supplementary Estimate				4,186 00
						7,186 00
		Expenditure.				
		In connection with Machinery and erection of Mill.				
	Waterous Engine Works.	For 1 portable flour-mill		1,195 00		
	J. McDougall	2 doors		11 00		
	W. Reid	Hooks, staples, &c		5 00		
	Sproule & Walsh	Freight on machinery		138 92		
	I. G. Baker & Co.	do do		666 53		
	W. Olin	do iron		18 00		
	W. S. Gladstone	9,606 ft. of lumber, at 4 cts		384 24		
	J. G. McDougall	30 do 7 cts		2 10		
	J. Scott	Freight		19 20		
	J. Findlay	Labor, loading machinery		1 50		
					2,441 49	
		Travelling Expenses.				
	John Kean	From Orillia to Bismarck		97 80		
	T. C. Power & Bro	For Fare of John Kean and Kelly from Bismarck to Benton		75 00		
	Sullivan & Hill	Board of men at Benton		18 00		
	A. Farewell	Fare of Kean and man from Benton to Fort MacLeod		44 50		
					235 30	
		Wages.				
	C. M. Higgs	As Cook, 15½ days, at $35 per month		20 86		
	P. McEwen	Laborer, sundry broken periods at $35 per month		146 69		
	R. Whitehead	do do do		98 14		
	S. Hall	do 2 months and 24 days, at $40 per month		116 72		
	W. S. Colbert	do 3 do 1 do $35 do		106 34		
		Carried forward		488 75	2,676 79	7,186 00

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		488 75	2,676 79	7,186 00
		Expenditure—*Concluded.*				
		Wages—Concluded.				
Vote 169	A. Piller	As Laborer, cutting hay		50 30		
	A. A. Vice	do do		10 00		
	W. Reid	do 1 month and 24 days, at $35 per month		67 16		
	W. Findlay	do 8 days, at $35 per month		10 72		
	W. Graham	do 1 month and 5 days, at $35 per month		41 54		
	F. Fields	do 1 do 16 do		56 44		
	James Finn	do 20 days at $35 per month		26 80		
	J. Curran	do 1 month		35 00		
	R. R. Scott	do 4 months and 1 day, at $35 per month		141 34		
	E. Larkin	Cook, 3 months, at various rates		110 00		
	E. Houseman	Carpenter, 61½ days, at $2 per day		123 00		
	J. Bourgeau	Hewer, 24 days, at $40 per month		36 92		
	J. Lalonde	Laborer, 20 do $35 do		26 92		
	J. Kelly	do sundry broken periods		430 78		
	John Kean	Miller, on account of salary		600 00		
	John Clark	Carpenter, 41½ days, at $2 per day		83 00		
					2,338 67	
		Supplies.				
	I. G. Baker & Co.	For household supplies for use of Kean and men		364 24		
	D. W. Davis	do do do		1,405 73		
	J. Scott	700 lbs. beef, at 5 cts		35 00		
	H. Taylor	Meals to men		19 50		
	C. Smith	1,159 lbs. beef, at 8 cts.		92 72		
					1,917 19	
		Miscellaneous Expenditure.				
	J. Johnson	For 1 axe-handle		1 00		
	I. G. Baker & Co.	1 clock		8 00		

M. Holway	10 yds. cotton cloth		2 40		
J. Buxham	14 bushels lime		10 50		
do	1 load hay		10 00		
				31 90	
	Total Expenditure				6,964 55
	Balance unexpended				221 45

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant.

D.—INDIANS OF MANITOBA AND NORTH-WEST.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Provisions to be distributed at Annuity Payments and to destitute Indians throughout the Year, and for the purchase of Ammunition and Implements whereby destitute Indians would be enabled to provide their own subsistence.				
		Legislative Appropriation 1880-81			130,686 00	
		Supplementary Estimate			125,991 00	
		Further grant under the authority of His Excellency the Governor General's Warrant and Order in Council of 22nd June, 1881			27,805 50	
						284,482 50
Vote 170	I. G. Baker & Co.	For 4,523 sacks flour, at $5 25		23,745 75		
	do	2,817½ do 5 50		15,496 25		
	do	250 do 6 87		1,717 50		
	do	4 do 7 00		28 00		
	do	500 do 7 12		3,560 00		
	do	50 do 8 00		400 00		
				44,947 50		
		Less—A drawback of one-third of the cost of 430 sacks, at $5.25=$2,275.50 pending inspection	752 50			
		And an undercharge on 39 sacks, at $5.50, charged by contractors, $244	0 50			
				753 00		
				44,194 50		
	I. G. Baker & Co.	For 23,857½ lbs. beef, at 5 cts	1,192 87			
	do	332,480 do 5¼ "	17,455 19			
	do	62,937 do 5½ "	3,461 54			
	do	117,861 do 7¼ "	8,485 99			
	do	186,748 do 7½ "	13,539 24			
	do	6,174 do 11¼ "	694 57			
	do	389 heads and offals, at $1	389 00			
	do	Driving and butchering beef cattle	113 84			
				45,332 24		
	do	236 lbs. bacon, at 15 cts	35 40			

do		75,206 do	16 "		12,033 04			
						12,068 44		
do		3,036 lbs. dried meat	14½ "		440 23			
do		17,483 do	15 "		2,622 45			
						3,062 68		
do		8,212 lbs. pemmican	15 "		1,231 80			
do		10,257 do	18 "		1,846 26			
						3,078 06		
do		540½ lbs. tea	35 "		189 17			
do		1,128 do	37 "		417 36			
do		347 lbs. sugar	13½ "		46 84			
do		288 do	14 "		40 32			
do		1,225 do	15½ "		189 88			
					883 57			
		Less—A gift by Dr. Muir of £25 sterling, to be expended for the benefit of Blackfoot Indians in the neighborhood of Fort Macleod, and which was expended in the purchase of tea and sugar for those Indians			120 41			
						763 16		
G. Baker & Co		For 27½ lbs. baking powder, at 40 cts			11 00			
do		15 do	15 "		2 25			
						13 25		
do		600 lbs. beans	8½ "			51 00		
do		234½ lbs. tobacco	45 "		105 52			
do		710 do	47 "		333 70			
do		31 do	63 "		19 54			
do		23¾ do	75 "		17 85			
do		2 do	81½ "		1 63			
						478 24		
do		For supplies issued at various times to destitute Indians at Forts Walsh and MacLeod				16,607 50		
do		Freighting 89,485 lbs. of provisions as required at varying rates				646 99		
do		Biscuit, rice and crackers				10 38		
do		12 boxes gun caps				3 50		
do		500 lbs. powder, at 27 cts				135 00		
do		4 setts of ox harness, at $15.00				60 00		
do		6 axe handles				3 00		
							126,507 94	
E. Allen		18,000 lbs. beef, at 2½ cts					450 00	
Howard & Crawford		Freight and charges on 300 sacks flour					465 00	
D. H. McMillan		300 sacks flour, at $3.10					930 00	
O. S. Main		3,994 lbs. beef, at 5½ cts					219 67	
T. C. Power & Bro		Sundry supplies for destitute Indians at Fort Walsh					51 50	
E. McKay		do do do					111 52	
		Carried forward					128,735 63	284,482 50

D.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			128,735 63	284,482 50
		Provisions to be distributed at Annuity Payments throughout the Year, &c.—*Continued.*				
Vote 170	North-West Mounted Police	For Sundry supplies for destitute Indians at Fort Walsh			453 22	
	T. C. Power & Bro	do do do			276 50	
	J. J. Kennedy	Herding beef cattle			702 00	
	S. Livingstone	2,585 lbs. beef, at 8 cts			206 80	
	J. Sproul	Freighting supplies			16 76	
	T. C. Power & Bro	Sundry do			6 25	
	T. Robinson	560 lbs. beef, at 8 cts			44 80	
	A. McDonald	Freighting beef			15 00	
	P. Benjamin	Issuing rations at Qu'Appelle			10 00	
	O. S. Main	Butchering			42 58	
	John Morris	2 beef cattle			75 00	
	D. McDougall	Beef cattle and butchering			323 52	
	T. Robinson	2 beef oxen			75 00	
	C. Rolph	Supplies to destitute Indians			34 25	
	Geo. Hudson	Freighting provisions			7 00	
	T. Banbury	do flour			10 00	
	G. Selois	Ferriage of do			2 00	
	J. Sproul	Freighting do			60 00	
	Cuthbert & McGillis	do do			10 00	
	O. S. Main	Driving beef cattle			25 00	
	H. J. Taylor	Supplies to destitute Indians			10 00	
	E. Wells	Fishing twine			6 00	
	W. Allen	Butchering			37 50	
	J. Sanderson	Freighting supplies			114 41	
	W. Allen	Butchering			59 25	
	J. Tanner	Freighting supplies			66 00	
	J. Laframboise	do do			37 95	
	J. Robson	Assistance at issue of rations			34 95	
	E. Lambert	1 beef ox, and freighting flour			53 00	
	W. Spervain	Supplies to destitute Indians			9 90	
	T. C. Power & Bro	do do			87 35	
	Hudson Bay Co	do issued at various places			2,759 39	

do	Freighting supplies			1,585 27	
do	Supplies issued at various places			555 46	
do	17 sacks flour at Carlton			136 00	
do	Flour, tea and pork delivered under contract within Treaties 1, 2, 3, 5, 6			12,892 38	
do	Tobacco delivered under contract as above			1,164 86	
do	Supplies to destitute Indians at St. Peters			9 82	
do	do do			163 31	
do	2,200 lbs. beef at Edmonton			264 00	
do	4,870 do			502 00	
do	Supplies to destitute Indians at Victoria			181 40	
do	do delivered within Treaty No. 4			6,145 18	
do	88,000 lbs. bacon and freighting same			16,550 00	
do	Flour and potatoes to destitute Indians of Treaty No. 2			18 53	
do	do pemmican do No. 6			26 00	
do	Sugar, tea and tobacco do No. 6			155 00	
do	Freighting supplies do No. 6			147 77	
do	do do No. 6			1 00	
do	do do No. 6			154 00	
do	Balance due for provisions purchased by late Agent, James G. Stewart, at Edmonton			3,566 89	
do	Supplies issued to Indians of Treaty No. 3			8 18	
do	Freight of 6,000 lbs. beef to Victoria			90 00	
do	Beef and other supplies for Indians of Treaties Nos. 4 and 6			289 87	
do	Supplies issued within Treaty No. 6			574 31	
do	do do No. 4			545 86	
do	do do No. 6			42 00	
do	do do No. 6			478 22	
do	Supplies issued			367 50	
do	do and beef			95 60	
do	do to destitute Sarcees and others			34 95	
do	do do Stoneys			23 80	
Howard & Crawford	Flour, tea, bacon, &c			134 35	
Mahoney & McDonald	500 sacks flour at Battleford		2,875 00		
do	Freighting flour, herding, &c		107 21		
				2,982 21	
do	Supplies issued to destitute Indians			43 39	
do	do do			47 73	
do	300 lbs. powder			150 00	
H. S. Moore	1,714 sacks flour under contract, delivered at Carlton, Fort Pitt, Prince Albert and Battleford			9,435 67	
do	191 sacks flour at Carlton and Battleford			1,495 50	
do	2,500 lbs. do Battleford			225 00	
do	90 sacks do Carlton and Duck Lake			431 50	
Moore & McDowall	1,000 sacks flour under contract at Battleford			8,250 00	
do	750 sacks do do Prince Albert, Fort Pitt and Fort Carlton			6,025 00	
	Carried forward			210,396 52	284,482 50

D.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts	$ cts	$ cts.	$ cts.
		Brought forward			210,396 52	284,482 50
		Provisions to be Distributed at Annuity Payments throughout the Year, &c.—*Continued.*				
Vote 170.	Moore & McDowall	For 1,000 sacks flour under contract			8,250 00	
	do	650 do do			5,425 00	
	N. K. Street	Flour, pork, tea and tobacco furnished to Indians of Eastern Bands of Treaty No. 3			448 50	
	North-West Mounted Police	Supplies issued to destitute Indians at Cypress Hills, Wood Mountain and Fort MacLeod			190 09	
	R. Fennell	6,528½ lbs. beef			522 28	
	Jas. House	Freighting flour			48 00	
	F. Brown	Butchering			21 75	
	J. Villebranch	Freighting supplies			6 00	
	Jas. Sanderson	Driving cattle			12 00	
	O. S Main	do and butchering			134 65	
	D. Sinclair	Ferrying provisions			1 50	
	C. McAllister	Freighting do			13 65	
	C. McGillis	do do			75 00	
	R. Fennell	3 beef cattle for Stoneys			120 00	
	Jas. House	Freighting flour			16 68	
	Wm. Reid	Soup kettle for Piegans			6 00	
	George Hodgson	Freighting flour for Piegans			15 00	
	John Munro	490 lbs. beef for Stoneys			39 52	
	M. J. Walsh	Freighting flour and driving cattle			100 00	
	C. Royles	Driving cattle			50 00	
	Geo. Hudson	Freighting flour to Stoney Reserve			16 66	
	F. Primot	do supplies to Lac la Biche			64 80	
	N. Beaupré	2 beef oxen for Carlton Indians			130 00	
	Stobart, Eden & Co.	Supplies for do			49 50	
	do	do issued at Duck Lake			493 26	
	do	do do			11 10	
	L. French	6,218 lbs. beef for Stonies			404 17	
	Thos. Robertson	16,016 do do			1,227 10	
	John Norris	6 beef cattle do			210 00	
	Norris & Logan	Supplies for destitute Indians			454 36	

do	Beef, tea and tobacco			415 66	
do	Flour and beef			290 90	
do	do			27 80	
do	100 sacks barley flour for Edmonton			600 00	
do	Beef and barley do			1,780 36	
do	do flour do			982 20	
do	99 lbs. tea do			59 40	
do	3,132 lbs. beef do			250 56	
do	1,740 do do			139 20	
Hugh Gardner	Flour, tea and tobacco at Assabaskasing			43 80	
R. Young	Powder and shot			5 90	
P. Ballendine	12 lbs. bacon for Poundmaker			3 00	
Howard & Crawford	63 sacks flour for Fort Ellice			321 30	
R. Scott	3,000 lbs. flour and 2 lbs. tea			362 00	
A. R. Lang	3 beef oxen			150 00	
C. W. Sutter	Tobacco			8 00	
Villiers & Pearson	Tea, tobacco, &c.			20 00	
J. J. Kennedy	Herding beef cattle			270 00	
G. Selois	Freighting flour			150 00	
R. Rouselle	do			40 00	
J. S. Norris	do			56 37	
E. Bristow	Driving beef cattle			60 00	
A. McDonald	247 lbs. beef			19 76	
J. S. Norris	Freighting flour			16 66	
B. Bone	Ferriage of flour			2 87	
M. J. Walsh	Freighting flour			17 66	
do	do			16 66	
G. Selois	do			16 76	
do	do			16 66	
J. Sproule	do			10 00	
R. Carman	do			13 33	
G. Hodgson	do			16 66	
P. Levielle	do			6 00	
G. Rolph	Freighting supplies			15 00	
C. Boisonneault	Ammunition to starving Crees			0 25	
T. C. Power & Bro	do do			176 50	
do	do do			36 00	
do	Sundries to destitute Indians			11 75	
do	do do			242 80	
do	do do			119 97	
do	do do			0 60	
do	Dried meat for a sick Indian			15 00	
Little Child	Driving beef cattle				
The-man-who-took-the-coat	do			15 00	
Stobart, Eden & Co.	4 bushels lime for Sturgeon Lake Band			2 00	
P. Ballendine	Supplies for destitute Indians			33 53	
R. T. Shaw	Potatoes do			16 07	
	Carried forward			235,827 05	284,482 50

D.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			235,827 05	284,482 50
		Provisions to be Distributed at Annuity Payments throughout the Year, &c.—*Continued.*				
Vote 176	Howard & Crawford	For Flour delivered at Fort Ellice			61 20	
	A. G. B. Bannatyne	Tea, bacon, &c.			825 00	
	J. McDonald	Freighting supplies			144 62	
	G. Noyes	739 lbs. beef			88 48	
	Dr. Veray	315 do			37 80	
	F. Geneau	1,790½ do			215 22	
	J. Gibbon	873½ do			104 82	
	P. Marchal	254 do			30 48	
	D. McLeod	147 do			17 64	
	F. Ogletree	Freight and storage of supplies			12 35	
	J. S. Morrice	Freight of supplies			60 00	
	J. House	do			26 66	
	T. Banbury	do			10 37	
	French & Lynch	Driving beef cattle			202 00	
	Rev. Father Leduc	3,208½ lbs. beef			385 02	
	North-West Mounted Police	Supplies to destitute Indians			1,204 54	
	J. Saunders	Freighting supplies			10 00	
	J. Way-chan	Conveying message *re* flour contract with Moore & McDowall			15 00	
	North-West Trading Co.	1 box fish hooks			1 00	
	W. Cameron	Beef, &c.			101 00	
	Roman Catholic Mission	Potatoes			18 50	
	G. Gagnon	Beef			53 88	
	Jas. Reid	do			168 96	
	W. L. Orde	Turnips			2 50	
	O. S. Main	Driving beef cattle			40 00	
	Nawoosh	1 fishing net			2 50	
	W. Friday	1 do			2 50	
	T. Jones	Freighting supplies			56 25	
	O. Boisonneault	Supplies			156 79	
	John Spence	Driving beef cattle			10 00	
	J. Baptiste	Ferrying flour			9 00	

P. M. Morin	1 beef ox at Carlton			70 00	
A. Klyne	1,270 lbs beef at Qu'Appelle			127 00	
D. W Davis	5 lbs. tobacco at Fort MacLeod			3 15	
J. Monty	Freighting supplies for Piegans and Bloods			23 74	
Mowat and Saffery	Supplies to Indians at Qu'Appelle and Shoal Lake			326 57	
do	do do do			53 30	
do	Freighting bacon, &c			93 90	
Mulholland Bros	4,000 fish hooks			27 60	
E. Dewdney	Freighting supplies			35 13	
J. F. Graburn	do			7 00	
Chakoosis	do			6 04	
M. Plante	do			10 69	
Apischamoose	do			5 90	
J. LaBoucane	do			292 26	
J. Sayer	do			13 72	
P. C. Pambrun	10 fishing nets			30 00	
J. Kirkness	1 Beef ox			75 00	
W. Cust	87½ sacks flour at Edmonton			700 00	
W. Daniels	Freighting supplies			34 50	
Okanese	do			15 46	
G. Galarneau	do			25 00	
J. Rousette	do			108 91	
W. McKay	do			87 76	
T. Klyne	do			27 50	
J. Racette	do			75 00	
M. Valle	do			176 62	
J. Reid	Beef at Fort Saskatchewan			38 16	
M. Carlin	12½ lbs. shot			3 75	
P. Ballendine	Tea for destitute Indians			3 25	
A. P. Patrick	Supplies to do			289 27	
C. Stevenson	778½ lbs. beef at Edmonton			93 42	
E. McGillivray	235 lbs. beef at Edmonton			32 90	
T. Jones	Freighting supplies			28 30	
R. Campbell	Driving beef cattle			12 00	
N.-W. Mounted Police	Supplies issued at Wood Mountain and Calgary			288 04	
do	do Battleford			98 28	
C. Mair	75 lbs. shot			18 75	
T. Banbury	Freighting supplies			111 78	
A. Rutherford	do			16 66	
C. Boisonneault	Supplies to destitute Indians			53 68	
J. R. Scott	800 lbs. beef			40 00	
G. Rolph	Ammunition and fishing twine			23 00	
J. Scott	3,340 lbs. beef			167 00	
J. Munro	Use of carts to move supplies			36 00	
S. Livingston	do do			168 00	
French & Moore	19,355 lbs. beef			1,258 07	
D. McDougall	Supplies			39 50	
	Carried forward			245,172 69	284,482 50

D.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			245,172 69	284,482 50
		Provisions to be Distributed at Annuity Payments throughout the Year, &c.—*Continued.*				
Vote 179	G. C. King	For Beef			1 61	
	T. Banbury	Freighting flour			249 84	
	G. King	4,568 lbs. beef			263 83	
	J. B. Smith	Freighting flour			92 60	
	I. G. Baker & Co.	1 lb. tobacco			0 63	
	N.-W. Mounted Police	Issues to destitute Indians at Fort Saskatchewan			188 28	
	R. McCutcheon	Freighting supplies			55 02	
	R. Watson	Driving beef cattle			40 00	
	S. Ballendine	Assistance at issue of rations			4 00	
	J. Sayers	Freighting supplies			18 00	
	J. Pambrun	500 whitefish			5 00	
	G. Marchand	Freighting supplies			51 08	
	D. Gunn	25 lbs. shot			5 00	
	J. B. Smith	Freighting supplies			202 50	
	French & Smith	2,000 lbs. beef			130 00	
	do	Use of waggon and team to move supplies			26 00	
	Sproule & Walsh	Freighting supplies			364 30	
	Steel & Norris	do			300 00	
	James Bell	9,550 lbs. turnips			143 25	
	T. Banbury	Freighting flour			92 03	
	R. Scott	1,056 lbs. flour			126 72	
	N. W. Trading Co.	Ammunition			17 00	
	L. O'Soup	Freighting supplies			45 00	
	F. Oliver	25 sacks flour delivered under contract at Edmonton			175 00	
	J. Lake	20 do do at Victoria			160 00	
	A. Klyne	Use of carts for moving supplies			50 00	
	French, Moore & Smith	27,788 lbs. beef for Stonies			1,806 21	
	G. C. King	Freighting flour			50 00	
	Sproule & Walsh	do			40 00	
	Kingston Penitentiary	Clothing for destitute Indians			482 00	
	N.-W. Mounted Police	Supplies issued to Indians at Fort MacLeod			141 89	
	J. Tanner	Freighting flour			152 45	
	O. Nolin	do			330 00	

Ohanese	Freighting supplies			4 50	
C. Deszeilais	do			72 50	
T. Banbury	do			40 00	
Sproule & Walsh	do			80 00	
J. Sanderson	do			86 66	
L. Hagyet	Driving beef cattle			6 00	
J. Villiance	Freighting supplies			20 85	
French, Moore & Smith	31,787 lbs. beef for Stonies			2,066 15	
do do	76,459 do do			4,969 83	
N.-W. Mounted Police	Supplies issued to Indians at Wood Mountain			175 62	
J. W. Johnson	2,000 sacks flour under contract		9,800 00		
	less—Drawback for late delivery		1,273 75		
				8,526 25	
J. Sayers	Freighting supplies			5 49	
G. Marchand	do			3 58	
Purcell & Co	do			100 60	
W. Cust	192 sacks flour under contract			1,422 00	
C. Genais	Freighting flour			6 86	
Mowat & Saffery	Supplies			4 30	
A. Galbraith	Freight of bacon			72 90	
Q. Ross	do flour			434 25	
Sproule & Walsh	do do			40 00	
T. Banbury	do do			40 00	
Norris & Logan	2,700 lbs. beef			216 00	
do	5,283 do			422 64	
W. Cust	92 sacks flour at Edmonton			644 00	
do	72 do barley flour at Edmonton			432 00	
do	116 do flour at Victoria			928 00	
Mowat & Saffery	Supplies to destitute Indians			0 87	
G. Fisher	Ammunition			7 37	
M. Valée	25 sacks flour conveyed from Fort Ellice to Qu'Appelle			62 50	
R. Ross	Freighting supplies			211 57	
A. Martin	do			27 02	
No. 10 V. Indian	do			5 20	
L. O'Soup	do			60 93	
J. Sayers	do			15 73	
L. Hagyet	Driving beef cattle			15 00	
J. Villeneuve	Freighting supplies			38 62	
F. Watcher	3,000 turnips			45 00	
N. K. Street	Balance due for supplies purchased by late Agent at Savanne, R. H. Mathews			578 00	
T. Banbury	Freighting supplies			60 00	
Sproule & Walsh	do			62 50	
J. Murray	1,314 turnips for Blood Indians			19 71	
The-man-who-stole-the-coat	Freighting flour			10 00	
	Carried forward			273,022 93	284,482 50

D.—INDIANS OF MANITOBA AND NORTH-WEST—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			273,022 93	284,482 50
		Provisions to be Distributed at Annuity Payments thoughout the Year, &c.—*Concluded.*				
Vote 170	Thos. Howard	For 1,360 sacks flour delivered at Fort Ellice			5,547 80	
	do	933 do do do			3,713 34	
	W. Cust	149 do do do Edmonton and Victoria			1,044 86	
	R. C. Mission, Qu'Appelle	Freighting flour			148 00	
	The "Gambler"	do bacon			4 50	
	J. Mekis	do flour			3 00	
	A. Klyne	do supplies			11 20	
	H. Wilson	340 lbs. beef			37 40	
	A. J. Prongua	Freighting supplies			11 10	
	F. St. Germain	do			27 57	
	G. C. King	1 sack flour for straggling Crees			10 00	
	D. W. Davis	Freighting flour			150 00	
	Steel & Norris	do do			65 00	
	J. B. Smith	do do			50 00	
	A. Farwell	do do			51 94	
	T. Jones	do beef			10 00	
	J. Sanderson	do flour			40 50	
	D. McDougall	2,441 lbs. of beef for Stonies			170 87	
	J. Spence	Driving beef cattle			8 00	
	G. Fisher	Ammunition			62 50	
	R. Ross	Conveyance of supplies			4 00	
	E. Brabant	Carrying message *re* provisions			60 00	
	R. Ross	Freighting bacon			2 00	
	Pasung	do flour			3 00	
	Okanese	do supplies			8 04	
	Joseph	do do			27 00	
	Cowecess	do do			4 00	
	The Fox	do do			4 00	
	R. Ross	do do			33 75	
	N. Welch	do do			125 00	

As-ke-soss	do	do				4 00	
M. Vallée	do	do				6 00	
Little Black Bear	do	do				11 20	
		Total Expenditure				284,482 50	284,482 50

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBBERT SINCLAIR,
Accountant.

E.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		CLOTHING.				
		Triennial Supply under Treaties Nos. 4 and 7.				
Vote 171		Legislative appropriation, 1880-81				2,806 00
		Expenditure.				
	Warden of Kingston Penitentiary	For 27 scarlet coats for Chiefs, at $10.50		283 50		
	do do ...	92 blue do Headmen, at $9.50		874 00		
	do do ...	20 pairs trowsers for Chiefs, at $2.10		42 00		
	do do ...	97 do Headmen, at $2.00		194 00		
	do do ...	20 hats for Chiefs, at $19.00 per doz		31 66		
	do do ...	108 do Headmen, at $15.00 per doz		135 00		
	do do ...	84 belts, at $4.80 per doz		33 60		
	do do ...	128 flannel shirts, at $1.90		243 20		
	do do ...	137 pairs boots, $4.50		616 50		
	do do ...	138 silk handkerchiefs, at $1.25		172 50		
	do do ...	137 pairs socks, at 26 cts.		35 62		
	do do ...	16 packing cases, at $2.00		32 00		
	do do ...	Freight from Kingston to Bismarck, prepaid		14 09		
					2,707 67	
	I. G. Baker & Co.	75 pairs mocassins, at $1.00		75 00		
	North West Mounted Police	1 pair boots for Headman of Treaty No. 6		5 50		
	T. A. Cummins	Customs fees on box of clothing		0 60		
	D. W. Davis	Material for blanket coat for Chief		15 30		
					96 40	
		Total Expenditure				2,804 07
		Balance unexpended				1 93

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.
ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

F.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Salaries of School Teachers and Cost of School Buildings.				
Vote 172		Legislative appropriation, 1880-81			11,000 00	
		Expended to 30th Sept., 1880, out of balance 1878-80, carried forward			1,184 05	
						12,184 05
		Expenditure.				
	H. A. Ross	For Salary as Teacher of St. Peter's School, June and September quarters, 1880			75 00	
	J. Merritt	Salary as Teacher of St. Peter's School, March quarter, 1881			75 00	
	C. Hodgson (deceased), by John Hodgson	Salary as Teacher of Fort Alexander School, March quarter, 1879			30 00	
	Rev. Mr. Allard	Salary as Teacher of Roman Catholic School, Fort Alexander, June, September and December quarters, 1880			112 50	
	J. Tabouret	Salary as Teacher of Roman Catholic School, Fort Alexander, March quarter, 1881			37 50	
	D. McDonell	Salary as Teacher of Protestant School, Fort Alexander, December quarter, 1878, September and December quarters, 1880, and March quarter, 1881			165 00	
	Wm. Dennett	Salary as Teacher of Brokenhead River School, June, September and December quarters, 1880, and March quarter, 1881			127 50	
	Wm. Anderson	Salary as Teacher of Fairford River School, June and September quarters, 1877, June, September and December quarters, 1880, and March quarter, 1881			384 00	
	James Asham	Salary as Teacher of Ebb and Flow Lake School, June and December quarters, 1880, and March quarter, 1881			183 00	
	Benjamin Thom	Salary as Teacher of Little Saskatchewan School, June and September quarters, 1880, and March quarter, 1881			78 00	
	F. Storr	Salary as Teacher of Lake St. Martin School, June, September and December quarters, 1880, and March quarter, 1881			228 00	
	Jane Hope	Salary as Teacher of Black River School, March quarter, 1881			27 00	
		Carried forward			1,522 50	12,184 05

F.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			1,522 50	12,184 05
		Salaries of School Teachers and Cost of School Buildings—*Concluded.*				
		***Expenditure*—Concluded.**				
Vote 172	W. J. Hope	For Salary as Teacher of Beren's River School, March quarter, 1881			10 50	
	Louisa Lyness	Salary as Teacher of Fisher River School, March quarter, 1881			60 00	
	J. R. Settee	Salary as Teacher of Touchwood Hills School, September quarter, 1880			21 00	
	R. Jefferson	Salary as Teacher of Eagle Hills School, June, September and December quarters, 1880, and March quarter, 1881			238 50	
	Sisters Blanchet and Ste. Genèvieve	Salary as Teachers of St. Albert School, June and December quarters, 1880			150 00	
	Sister Langelier	Salary as Teacher of Ile à la Cross School, June, September and December quarters, 1880			225 00	
	H. T. Bourne	Salary as Teacher of John Smith's Reserve School, from December, 1878, to 30th September, 1880			319 00	
	Rev. J. Hines	Salary as Teacher of Atakakoop's Reserve School, twelve months, to March, 1879			147 00	
	E. Matheson	Salary as Teacher of Atakakoop's Reserve School, June and September quarters, 1879			78 00	
	Rev. J. Hines	Salary as Teacher of Mistowasis' Reserve School, December quarter, 1878, and March, 1879			48 00	
	do	Salary as Teacher of Mistowasis' Reserve School, December quarter, 1879, and March, June, September and December quarters, 1880			169 50	
	C. Quincey	Salary as Teacher of Onion Lake Reserve School, March quarter, 1881			45 00	
	J. A. Yeomans	Salary as Teacher of Whitefish Lake Reserve School, March quarter, 1881			123 00	
	Z. Chappaline	Salary as Teacher of Muskeg Lake Reserve School, March quarter, 1881			45 00	

J. and T. A. McLean.....	Salary as Teacher of Fort MacLeod Reserve School, March quarter, 1881.....			25 50	
	Total paid for salaries.....			3,227 50	
E. A. Perry.....	Books for St. Peter's, Brokenhead River and Fort Alexander Schools.....		27 80		
Education Department Toronto.....	Map for Fort Alexander School.....		1 40		
Copp, Clark & Co.....	Books, &c., for sundry schools.....		114 10		
				143 30	
Thos. Parr.....	Plans and specifications for school at North St. Peter's.....		15 00		
Jas. F. Graham.....	Expenses to St Peter's in connection with new school house.....		16 50		
J. P. M. Lecourt.....	do do do		54 00		
A. C. Vaughan	Building school house at North St. Peter's.....		474 00		
				559 50	
Hugh Sutherland	Lumber, doors, windows, &c., for school at Fisher River....		28 50		
W. Germain.....	Stoves, pipes, &c., do do ...		18 60		
D. Young.....	Freight of above to Fisher River.....		2 90		
				50 00	
J. Asham.....	Completing school house at Ebb and Flow Lake.....			50 00	
Rev. J. Hines.	Lumber and nails for school houses at Atakakoop's and Mistowasis' Reserves.....			94 05	
Winnipeg *Times*.....	Advertising for School Teachers			137 20	
	Total Expenditure, Vote 172.....				4,261 55
	Balance unexpended.....				7,922 50

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBT. SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

G.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts	$ cts.	$ cts.
		Surveys.				
Vote 173		Legislative appropriation, 1880-81				15,000 00
		Expenditure.				
		For Survey conducted by A. P. Patrick, D.L.S.				
	A. P. Patrick	For Salary as Surveyor	1,825 00			
	W. Johnston	do Assistant Surveyor	240 73			
	J. Hudson	do Chainman	30 00			
	W. S. McGee	do do	181 00			
	J. Morris	do Picketman	300 00			
	G. Stevens	do Moundman	153 00			
	J. Ellice	do do	156 94			
	J. Ellice	do Teamster	54 53			
	J. Norris	do do	200 00			
	Yellow Cuff	do Chopper	18 48			
	J. Bragg	do Cook	213 00			
	R. Walsh	do do	160 09			
				3,532 68		
	C. E. Oliver	Services as Veterinary Surgeon	6 00			
	T. C. Power & Bro	Forage	49 14			
	McDevitt & Welsh	do	32 00			
				87 14		
	T. C. Power & Bro	Camp supplies		4 50		
	Williams & Latimer	Blacksmithing		28 00		
	J. Clanster	House rent, from December, 1879, to April, 1880		50 00		
	W. E. Morgan	Fuel	39 00			
	I. G. Baker & Co.	do	27 00			
				66 00		
	J. Bragg	Cart and harness		18 00		
	Latimer & Thompson	Repairs to buckboard		16 50		
	A. P. Patrick	Travelling expenses	104 50			
	A. McDonald	do while paying off party	93 00			
				197 50		
	L. O'Soup	Freighting		9 00		

I. G. Baker & Co.	*Telegraph message*		1 65	
A. J. Russell	Theodolite		130 75	
H. Davis	Repairs to instrument		8 00	
	Total expenditure during the year in connection with Mr. Patrick's party			4,149 72
	For Survey conducted by Geo. A. Simpson, D.L.S.			
G. A. Simpson	For Advances on salary account		1,175 00	
N.-W. Mounted Police	Sundry articles of outfit		17 25	
A. J. Prongua	Potatoes		1 25	
J. Adams	Tent and tent bag		28 00	
Hudson Bay Co.	Cheques drawn by Mr. Simpson against a credit in his favor established with the Merchant's Bank at Winnipeg.	250 28		
do		33 60		
do		60 00		
do		5 60		
do		100 00		
do		23 09		
do		199 28		
Steamer "Manitoba"		200 61		
A. L. Russell		34 81		
Stobart, Eden & Co.		15 75		
W. C. Ramsay		14 00		
Mahoney & McDonald		34 23		
do		351 04		
Norris & Logan		170 00		
do		45 00		
J. S. Christie		25 00		
E. A. Bredin		35 00		
H. G. Allen		92 67		
J. Richardson		52 24		
F. Têtu		84 00		
P. Hemmick		109 85		
G. Gorin		23 59		
Supt. Herchmer		13 60		
do		29 05		
C. Clark		145 00		
A. W. Kippen		200 00		
W. L. Orde		115 00		
A. Smart & Co.		50 00		
			2,512 29	
Geo. A. Simpson	For Cash advances not yet accounted for		3,500 00	
	Total expenditure during the year in connection with Mr. Simpson's party			7,233 79
	Carried forward			11,383 51 15,000 00

G.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued*

Authority for Payment.	To whom paid.	Service.	$ cts	$ cts.	$ cts.	$ cts.
		Brought forward			11,383 51	15,000 00
		Expenditure—*Concluded.*				
		For Survey conducted by J. C. Nelson, D.L.S.				
Vote 173.	J. C. Nelson	For Travelling expenses, Ottawa to Winnipeg		79 00		
	Ortmeyer, Lewis & Co.	Horse nets, whips, &c		17 60		
	J. C. Nelson	23 days' service in Ottawa making plans, &c.		138 00		
	National Manufacturing Co.	3 flags		4 75		
	Wm. Tait	1 horse		140 00		
	Wm. Gordon	2 surveying pickets		4 00		
	G. Hubbard & Co.	Tents, &c.		89 10		
	J. Foster	Chains and chain pins		16 00		
	Hunton & Living	3 lanterns		3 50		
	W. Tait	1 horse		150 00		
	F. F. Blanchard	4 mules		400 00		
	Johnson, Penrose & Co.	4 mules and 1 horse		430 00		
	C. Montgomery	1 buckboard, &c		81 05		
	W. Gordon	8 carts, cart covers, &c		304 00		
	L. Steinhoff	Harness and saddlery		198 50		
	N. Germain	Sundries		25 20		
	J. C. Nelson	Advance on salary account		300 00		
	do	Cash to be accounted for		1,500 00		
		Total expenditure during the year in connection with Mr. Nelson's party			3,880 70	
	W. A. Austin, D.L.S.	Cash to be accounted for			700 00	
	A. H. Vaughan, D.L.S.	do do			700 00	
		Total expenditure on account of surveys				16,664 21
		Over-expended				1,664 21

Department of Indian Affairs,
Ottawa, 30th June, 1881.

Robt. Sinclair,
Accountant.

L. Vankoughnet,
Deputy Supt.-General of Indian Affairs.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
Vote 174		Legislative appropriation for 1880-81			36,430 00	
		Balance of 1879-80, carried forward			1,383 14	
						37,813 14
		Expenditure.				
		Farm No. 1, Bird Tail Creek, Fort Ellice.				
Vote 174	M. Chamberlain	For Salary as Instructor for 6 months, to 31st December, 1880		365 00		
	(*Succeeded by*)					
	C. Lawford	do do broken periods, to 31st Mar., 1881		340 00		
	J. Ferrier	do Farm Laborer		27 00		
	H. Lawford	do do		22 00		
	E. E. Price	do do		27 00		
	P. Contois	do do		20 00		
	Sandy	do do		15 00		
	W. Stewart	do do		120 00		
	H. Chamberlain	do do		42 00		
	A. Genaille	do do		125 00		
	E. Ross	do do		70 00		
	D. Gunn	do do		24 00		
	G. Finch	do do		11 25		
	Mary Lawford	do Cook		60 00		
					1,268 25	
		Farm No. 2, Côté's Reserve, Fort Pelly.				
	James Johnston	For Salary as Instructor for 12 months, to 30th June, 1881		730 03		
	A. G. Johnston	do Farm Laborer		240 00		
	S. G. Johnston	do do		59 25		
	R. B. Johnston	do do		178 11		
	S. Johnston	do do		78 75		
	J. Leclair	do do		30 00		
	J. Friday	do do		10 50		
	Mowat & Saffery	Supplies given in lieu of wages		155 88		
	T. W. Orr	Salary given as farm laborer		235 36		
					1,717 88	
		Carried forward			2,986 13	37,813 14

H.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			2,986 13	37,813 14
		Expenditure—*Continued.*				
		Farm No. 3, Crooked Lakes.				
	J. J. Setter	For Salary as Instructor, to 30th June, 1881		758 51		
	P. Hourie	do do		189 23		
	G. S. McConnell	do Farm Laborer		245 00		
					1,192 74	
		Farm No. 4, Qu'Appelle.				
	F. L. Hunt	For Salary for 3 months, to 30th June, 1880		182 50		
	(*Succeeded by*)					
	G. Newlove	do 3 do 31st October, 1880		182 49		
	J. Mowhart	do as Farm Laborer		60 00		
	T. Horsfall	do do		40 00		
	E. Favel	do do		50 00		
	D. Favel	do do		105 46		
	J. Stevenson	do do		30 00		
	Mowat & Saffery	Supplies given in lieu of wages		98 25		
					748 70	
		Farm No. 5, File Hills.				
	H. J. Taylor	For Salary as Instructor, to 30th June, 1881		196 22		
	C. Rosette	do Farm Laborer		44 61		
	She-Sheep	do do		33 84		
	T. Horsfall	do do		70 00		
	C. Côte	do do		36 92		
	C. Diter	do do		75 30		
	A. Kline	do do		200 00		
					656 89	

	Farm No. 6, Touchwood Hills.			
J. Scott	For Salary as Instructor, to 30th April, 1881		790 83	
J. McNab	do Farm Laborer		105 00	
J. H. Gooderham	do do		290 00	
W. H. Robinson	do do		140 00	
R. Pratt	do do		235 00	
B. Gordon	do do		7 50	
H. Prince	do do		21 00	
J. Cyr	do do		1 50	
W. B. Robinson	do do		100 00	
Mowat & Saffery	Supplies given in lieu of wages		98 26	
				1,789 09
	Farm No. 7—Maple Creek, Cypress Hill.			
J. J. English	For Salary as Instructor, from Dec , 1879 to 30th June, 1881		1,207 35	
W. Graham	do Farm Laborer		135 34	
Hugh Ross	do do		105 00	
D. Trotter	do do		175 00	
P. Brennan	do do		35 00	
J. Burger	do do		429 32	
J. Malitare	do do		35 00	
A. Rocheplane	do do		13 50	
J. Whitford	do do		67 50	
J. Villeneuve	do do		92 50	
D. J. Thompson	do do		414 61	
W. P. Osler	do do		385 00	
A. Cameron	do do		385 00	
H. Hartof	do do		87 50	
G. McConnell	do do		105 00	
R. McKinnon	do do		321 73	
J. J. Setter	do do		152 07	
W. Allen	do do		40 00	
R. Graham	do do		35 00	
E. Morton	do do		40 00	
Hector	do do		35 00	
Mrs. R. McKinnon	do Cook		85 00	
				4,381 42
	Farm No. 8—Duck Lake.			
J. Tomkins	For Salary as Instructor, for 13 months, to 30th June, 1881		790 86	
S. Desjardins	do Farm laborer		25 00	
P. Tomkins	do do		323 20	
A. Cadien	do do		15 98	
Stobart, Eden & Co	Clothing given in lieu of wages		12 00	
				1,167 04
	Carried forward			12,922 01 37,813 14

H.—INDIANS OF MANITOBA AND NORTH-WEST.—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			12,922 01	37,813 14
		Expenditure—*Continued.*				
		Farm No. 9—Prince Albert.				
Vote 174	W. A Loucks	For Salary as Instructor, 10 months, to 27th January, 1881		600 49		
	A. B. Loucks	do Farm Laborer		180 00		
	W. Spencer	do do		6 00		
	A. Flett	do do		30 00		
	J. Bear	do do		3 00		
					819 49	
		Farm No. 10—Carlton.				
	George Chaffee	For Salary as Instructor, for 12 months, to 30th June, 1881		730 03		
	W. H. Tomkins	do Farm Laborer		248 62		
					978 65	
		Farm No. 11—Eagle Hills.				
	W. C. McCord	For Salary as Instructor, 3 months, to 20th July, 1880		182 92		
	L. Sayers	do Farm Laborer		84 15		
	P. Dahcotah	do do		47 45		
	A. C. McKenzie	do do		265 61		
	A. Smith	do do		19 00		
	W. Fitzgerald	do do		30 87		
	L. Petit	do do		115 09		
	Indian	do do		6 00		
	Hy. Phipps	do do		26 00		
	M. Plante	do do		46 09		
	L. St. George	do do		44 61		
	Indians	do do		29 50		
	Mahoney & McDonald	Supplies given in lieu of wages		15 55		
					912 74	

	Farm No. 12—Battle River.				
B. Sherria	For Salary as Instructor, 3 months, to 31st March, 1880		182 50		
G. D. Gopsill	do do 5 months, to 28th February, 1881		250 00		
L. Sayers	do Farm Laborer		150 00		
Indians	do do		6 00		
				588 50	
	Farm No. 13—Jackfish Creek.				
D. L. Clink	For Salary as Instructor, to 31st March, 1881			155 77	
	Farm No. 14—Fort Pitt.				
P. J. Williams	For Salary as Instructor, to 30th June, 1881		912 53		
J. Morrissey	do Farm Laborer		175 00		
J. Saunders	do do		62 08		
C. Carson	do do		240 00		
E. Delaney	do do		120 00		
W. Todd	do do		14 50		
				1,524 11	
	Farm No. 15—Frog Lake, Fort Pitt.				
J. Delaney	For Salary as Instructor, to 30th June, 1881		730 04		
W. Turner	do Farm Laborer		14 95		
J. Saunders	do do		88 50		
W. Todd	do do		75 00		
C. Ducharme	do do		16 00		
E. Delaney	do do		90 00		
				1,014 49	
	Farm No. 16—Saddle Lake.				
E. Higgins	For Salary as Farmer in charge		340 00		
J. Henderson	do Farm Laborer		29 78		
Mrs. House	do do		6 80		
Mrs. A. Smith	do Cook		36 22		
James Bangs	do Farm Laborer		25 00		
A. House	do do		25 00		
A. Cardinal	do do		22 36		
Indians	do do		9 00		
				494 16	
	Carried forward			19,409 92	37,813 14

H.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			19,409 92	37,813 14
		Expenditure—*Continued.*				
		Farm No. 17—Lac 'a Nonne				
Vote 174	J. J. McHugh	For Salary as Instructor, to 30th June, 1881		730 03		
	J. W. O'Donnell	do Farm Laborer		340 00		
	E. Brazeau	do do		85 00		
	J. Foley	do do		90 00		
	A. Doyle	do do		210 00		
	G. Celleford	do do		25 00		
	G. Ward	do do		11 50		
	Michel	do do		20 85		
	J. Allard	do do		8 00		
	Nabacces	do do		18 00		
	Baptiste	do do		12 00		
	James Mowatt	do do		16 00		
	W. Henderson	do do		30 00		
	Paul	do do		16 00		
	D. E. Noyes	do do		100 00		
	Matice	do do		5 00		
	J. Dorion	do do		15 00		
	J. Callihan	do do		24 00		
					1,756 38	
		Farm No. 18—Peace Hills.				
	S. B. Lucas	For Salary as Instructor, to 30th June, 1881		851 69		
	Norris & Logan	Clothing in lieu of wages		246 49		
	L. Nippissing	Salary as Farm Laborer		45 60		
	J. Bangs	do do		93 26		
	A. House	do do		25 00		
	M. Jolie	do do		22 50		
	D. Whiteford	do do		11 25		
	A. Car	do do		22 50		
	D. Dagnault	do do		9 00		

G. Whitman	do	do		164 92		
A. LaRoque	do	do		35 50		
George	do	do		42 50		
J. Lee	do	do		197 50		
C. Gladieu	do	do		73 50		
A. Leveque	do	do		33 00		
J. Musdeginjob	do	do		55 38		
D. McAuley	do	do		42 00		
Mrs. J. Lee	do	Cook		26 50		
					1,998 09	
		Farm No. 19—Morleyville.				
D. McDougall	For Salary as	Instructor, 15th Sept., 1880, to 30th April, 1881		568 27		
R. W. Gowan	do	Farm Laborer		65 00		
W. H. Reid	do	do		25 67		
J. Millette	do	do		35 00		
A. Sibbald	do	do		10 00		
J. F. B. Morrice	do	do		182 14		
J. Germain	do	do		35 83		
L. F. Hugill	do	do		105 00		
M. L. Hirondel	do	do		35 00		
					1,061 91	
		Farm No. 20—Blackfoot Crossing				
J. Norrish	For Salary as	Instructor to 30th April, 1881		546 58		
J. Patterson	do	Farmer		150 00		
R. M. Steel	do	do		320 00		
F. Potter	do	Farm Laborer		169 87		
W. Mills	do	do		134 88		
D. Mills	do	do		1 50		
H. Collins	do	do		207 32		
C. Jones	do	do		160 20		
J. C. Lansbury	do	do		36 15		
B. Harris	do	do		219 60		
Frank	do	do		51 35		
A. Stennett	do	do		211 15		
W. Swank	do	do		84 81		
D. McAuley	do	do		43 07		
J. Trolinger	do	do		14 80		
Alice Collins	do	Cook		69 19		
					2,420 47	
		Carried forward			26,646 77	37,813 14

H.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			26,646 77	37,813 14
		Expenditure—*Continued.*				
		Farm No. 21—Piegan Reserve.				
Vote 174	C. Kettles	For Salary as Instructor, to 30th April, 1881		1,034 81		
	D. Grier	do Farm Laborer		381 21		
	W. Quail	do do		17 50		
	H. Bruce	do do		17 50		
	M. Begg	do do		420 00		
	A. Ely	do do		227 40		
	J. Armstrong	do do		408 83		
	J. Hollis	do do		69 00		
	W. Taylor	do do		6 00		
	R. C. Carmen	do do		56 00		
	R. Christie	do do		35 00		
					2,673 25	
		Farm No. 22—Blood Reserve.				
	J. G. McDougall	For salary as Instructor, to 30th April, 1881		446 08		
	D. Mills	do Farm Laborer		251 72		
	A. Doucette	do do		177 69		
	S. Delordrie	do do		157 42		
	G. Remillard	do do		84 26		
	J. Finlayson	do do		61 93		
	A. A. Vice	do do		24 24		
	W. Finlay	do do		4 04		
	F. W. Potter	do do		47 12		
	J. Wilson	do do		61 93		
	W. L. Stewart	do do		52 50		
					1,368 93	

	Farm No. 23—Pincher Creek.			
S. Bruce	For salary as Instructor, 12 months to 30th June, 1881		730 00	
H. Bruce	do Farm Laborer		385 00	
H. J. Taylor	do do		362 96	
W. Quail	do do		383 99	
J. H. Clark	do do		140 00	
A. Clark	do do		140 00	
F. Miller	do do		230 17	
J. Wilson	do do		211 35	
R. M. Higgs	do do		75 48	
J. Bastien	do do		288 19	
C. Royles	do do		103 85	
M. Holway	do do		217 50	
L. Bell	do do		575 07	
D. Bell	do do		476 67	
A. White	do do		78 75	
D. Wanamangher	do do		157 47	
J. Collins	do do		47 42	
F. Sansel	do do		40 83	
Thomas Collins	do do		72 29	
J. McPherson	do do		4 04	
J. Jaques	do do		41 73	
T. T. A. Boyd	do do		14 80	
Sarah J. Clark	do Cook		140 00	
				4,917 56
	Farm No. 24—Fish Creek, Bow River.			
T. Wright	For Salary as Instructor, to 31st January, 1881		425 82	
M. L'Hirondel	Salary as Farm Laborer		35 00	
Migasa	do		47 00	
J. Falcon	do		135 49	
C. Jones	do		123 80	
T. McKenzie	do		200 00	
Baptiste	do		7 50	
A. Boyle	do		102 30	
R. McKinnon	do		102 00	
H. Paquette	do		49 13	
J. Paquette	do		71 34	
L. Paquette	do		32 16	
E. Murphy	do		72 33	
C. Royles	do		33 65	
A. Tallien	do		43 08	
F. Flemon	do		85 49	
W. Salter	do		179 02	
R. Bouselle	do		123 84	
	Carried forward		1,868 95	35,506 51

H.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts	$ cts.	$ cts.
		Brought forward		1,868 95	35,606 51	37,813 14
		Expenditure—*Concluded.*				
		Farm No. 24—Fish Creek, Bow River—Concluded.				
Vote 174	T. Rogers	For Salary as Laborer, to 31st January, 1881		66 72		
	F. Potter	do		19 51		
	D. Hamilton	do		83 45		
	J. C. Lansbury	do		156 15		
	R. A. Barrett	do		135 96		
	J. Robinson	do		146 73		
	B. Robiscord	do		35 00		
	J. Robiscord	do		35 00		
	J. B. Jacques	do		20 20		
	J. E. Jacques	do		63 93		
	Mrs. R. McKinnon	Salary as Cook		35 00		
					2,666 60	
		Total Expenditure				38,273 11
		Over-Expended				459 97

L. VANKOUGHNET,
Deputy Supt-General of Indian Affairs.

Department of Indian Affairs,
Ottawa, 30th June, 1881.

Robt. Sinclair,
Accountant.

I.—INDIANS OF MANITOBA AND NORTH-WEST.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Sioux.				
		Legislative Appropriation 1880-81			7,000 00	
		Part of Balance of 1879-80 carried forward. Expended to 30th Sept., 1880			497 98	
						7,497 98
		Expenditure.				
Vote 175	L. W. Herchmer	For Salary as Agent			1,000 00	
	do	Office rent and fuel			110 00	
	do	Travelling expenses on visits to Reserves			725 30	
	do	Seed grain purchased and distributed			98 00	
	Hudson Bay Co	Ammunition			13 87	
	do	Potatoes, turnips and hay			66 50	
	do	Flour and tobacco			34 00	
	do	Sundry supplies			71 02	
	Stobart, Eden & Co.	Repairs to Chief White Cap's plough			1 50	
	do	Ammunition			12 25	
	I. G. Baker & Co.	Agricultural implements			130 82	
	Edward Field	6 oxen and 1 cow			405 00	
	R. W. Currie	1 plough with extra shear			25 00	
	Mowat & Saffery	Axes and castor oil			5 20	
	N.-W. Mounted Police	Supplies to Chief Spotted Eagle			4 81	
	J. M. Balehart	Tools and implements			19 45	
	R. Stalker	1 ox harness			14 00	
	J. S. Crerar	Clothing and dry goods distributed as prizes for excellence in Agriculture		40 85		
	do	Seed grain and potatoes		133 96		
					174 81	
		Carried forward			2,911 53	7,497 98

I.—INDIANS OF MANITOBA AND NORTH-WEST—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			2,911 53	7,497 98
		Sioux—*Concluded*,				
		Expenditure—Concluded.				
Vote 175	Brown, Oldfield & Co	For Garden seeds			75 95	
	Crerar & Herchmer	Ammunition and fishing hooks		46 50		
	do	1 plough, set trace chains and repairs		30 00		
					76 50	
	J. Houle	Ploughing 4⅛th acres on Reserve			16 50	
		Total Expenditure				3,080 48
		Balance unexpended				4,417 50

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

Department of Indian Affairs,
Ottawa, 30th June, 1881.

Robt. Sinclair,
Accountant.

J—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		General Expenses.				
	.....	For Legislative Appropriation, 1880-81	.....	.....	61,430 00	
	.....	Supplementary Estimates	.....	.....	37,902 00	
	.....	Further grant under the authority of His Excellency the Governor General's Warrant and Order-in-Council of 30th April, 1881	.....	.....	10,000 00	
	.....	Further grant under the authority of His Excellency the Governor General's Warrant and Order-in-Council of 22nd June, 1881	.....	.....	16,194 50	
						125,526 50
		Expenditure.				
		Salaries.				
Vote 177	E. Dewdney	For Salary as Commissioner, 12 months, to 30th June, 1881	.....	3,200 00		
	E. T. Galt	do Secretary to Commissioner to 31st March, and as Assistant Commissioner from 1st April to 30th June, 1881	.....	1,400 00		
	T. P. Wadsworth	do Inspector of Indian farms and agencies in the North-West, from 1st June, 1880, to 30th June, 1881	.....	1,500 00		
	James F. Graham	do Superintendent of Manitoba Superintendency, for 12 months, to 30th June, 1881	.....	1,600 00		
	E. McColl	do Inspector of Indian Agencies in the Manitoba Superintendency, for 12 months, to 30th June, 1881	.....	1,800 00		
	W. L. Orde	do Clerk, 12 months, to 30th June, 1881	.....	1,400 00		
	N. T. MacLeod	do Agent at Fort McLeod, 12 months, to 30th June, 1881	.....	1,000 00		
	E. Allen	do Agent at Fort Walsh, from 20th July, 1880, to 30th June, 1881	.....	948 93		
	W. Anderson	do Agent at Edmonton, from 21st August, 1880, to 30th June, 1881	.....	1,035 48		
		Carried forward	.....	13,884 41	.....	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		13,884 41		125,526 50
		Expenditure—*Continued.*				
		Salaries—Continued.				
Vote 177	A. McDonald	For Salary as Agent at Qu'Appelle, 12 months, to 30th June, 1881		1,100 00		
	W. P. Clarke	do Agent at Carlton, 8 months, to 28th Feb., 1881		666 67		
	J. M. Rae	do Sub-Agent at Carlton, from 1st August, 1880, to 30th April, 1881		675 00		
	George McPherson, sen.	do Agent at Assabaskasing, 12 months, to 30th June, 1881		1,000 00		
	A McKay	do Agent at Grand Rapids, 12 months, to 30th June, 1881		1,000 00		
	R. J. N. Pither	do Agent at Fort Frances, 12 months, to 30th June, 1881		1,000 00		
	H. Martineau	do Agent at Manitoba House, 12 months, to 30th June, 1881		1,000 00		
	F. Ogletree	do Agent at Portage la Prairie, 12 months, to 30th June, 1881		600 00		
	F. Chastellaine	do Interpreter at Fort Frances, 12 months, to 30th June, 1881		250 00		
	D. Young	do Agent at St. Peter's, 10 months, to 30th April, 1881		833 33		
	A. M. Muckle	do Agent at St. Peter's, from 22nd April to 30th June, 1881		115 00		
	Joseph Kent	do Agent at Fort Alexander, from 22nd April to 30th June, 1881		76 65		
	John McIntyre	do Agent at Savanne, from 25th November, 1880, to 30th June, 1881		438 00		
	Jas. G. Stewart	do Agent (late at Edmonton) balance		318 50		
	R. H. Mathews	do do (late at Savanne) do		60 83		
	L. J. A. Leveque	do Clerk in Winnipeg office, 13 months, to 30th June, 1881		780 00		
	P. G. H. Robinson	do Clerk in Fort McLeod office, 12 months to 30th April, 1881		610 00		

T. T. Quinn	do	Clerk in Battleford office, 11 months, to 31st May, 1881		540 00		
J. A. McRae	do	Clerk in Edmonton office, 6 months, to 31st January, 1881		300 00		
F. Fischer	do	Clerk in Shoal Lake office, 9 months, to 31st March, 1881		540 00		
W. E. Jones	do	Clerk in Qu'Appelle office, 11 months, to 31st December, 1880		660 00		
H. A. J. Macdougall	do	Clerk in Commissioner's office, 1 month, to 31st December, 1880		60 00		
J. P. Wright	do	Messenger in Winnipeg office, 13 months to 30th June, 1881		650 00		
J. Colvin	do	First Storeman at Fort Walsh, 10½ months, to 30th June, 1881		420 00		
T. Pope	do	First Storeman at Fort McLeod, 6½ months, to 30th November, 1880		225 17		
J. Robson	do	Assistant Storeman at Fort Walsh, 10 months, to 15th April, 1881		357 88		
G. Kenley	do	Assistant Storeman at Fort Walsh, 1½ months, to 30th November, 1880		52 50		
J. Coutts	do	Assistant Storeman at Edmonton		36 75		
J. Calder	do	do do		21 15		
A. Selwyn	do	do do		50 00		
J. Newhart	Services issuing stores			12 00		
M. Houle	do	do		42 50		
W. R. Wright	do	do		19 95		
P. Howrie	do	do		182 00		
E. Paradis	do	in Winnipeg office		20 00		
H. Newell	do	do		61 50		
J. H. Gordon	Occasional services at annuity payments			38 00		
D. McIvor	do	do		195 00		
F. L. Hunt	do	do		283 50		
L. S. Vaughan	do	do		70 00		
O. Sandoval	Services as Interpreter at Fort MacLeod, 11½ months			450 68		
P. Levielle	do			63 00		
A. Flett	do			210 00		
Indian	do			10 00		
P. Erasmus	do	5½ months		275 00		
S. Ballendine	do			4 00		
D. Mills	do			5 00		
J. Sanderson	do			31 00		
C. Pruden	do			70 00		
G. Marchand	do			15 50		
A. Genaille	do			210 00		
W. Daniels	do			20 00		
T. Lapierre	do			71 00		
W. Spencer	do			42 00		
		Carried forward		30,723 47		125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		30,723 47		125,526 50
		Expenditure—*Continued.*				
		Salaries—Concluded.				
Vote 177	A. Kline	For Services as Interpreter		43 50		
	B. Warwick	do		4 00		
	T. Brass	do		2 00		
	J. Robillard	do		24 00		
	W. Fennell	do		4 00		
	C. Prevost	do		18 00		
	Henry Prince	do		9 67		
	F. Gibson	do		8 00		
	J. Taylor	do		115 00		
	W. Sinclair	do		11 00		
	Right and Left	do		2 00		
	J. Gopher	do		10 00		
	J L'Heureux	do		175 00		
	L. Wood	Services as Teamster		6 00		
	E. Murphy	do 10 months		350 00		
	A. Manseau	do 8 do		285 00		
	G. Marchand	do		47 00		
	P. Turner	do		4 00		
	H. G. Alton	do		40 00		
	R. C. Vidal	do		18 00		
	G. C. Hamilton	do		7 00		
	T. Orr	do		30 00		
	J. Ketcheson	do		5 00		
	A. McDonald	do		24 75		
	J. Villebranch	Occasional services as Messenger		25 00		
	C. Adams	do distributing medicines		50 00		
	Hudson Bay Co.	Paid to Messengers for occasional services		3 00		
	E. W. Gardiner	For Occasional services as Messenger		25 00		
	T. W. Taylor	do labelling books		1 50		
	G. D. Gopsill	do as Clerk		2 00		
	J. Turner	do as Messenger		10 00		
	W. C. Allen	do do		55 00		
	J. Peltier	do do		8 00		
	J. Jimack	do do		5 00		

E. Frechette	do		22 50		
F. Whitford	do		48 10		
J. McDonald	do		218 00		
J. Longmore	do		8 50		
J. Taillefer	Services while paying annuities, Treaty No. 2		180 00		
Sundry persons	Paid by Commissioner		5 00		
W. Grant	Occasional services as Carpenter		89 50		
P. Dacotah	do do		28 68		
S. J. Clark	do do		10 00		
D. Hamilton	do do and Blacksmith		260 19		
A. G. Towner	do do		14 32		
F. K. Herchmer	do Clerk		15 00		
J. L. Hurst	do do		5 00		
W. B. Richardson	do Stenographer		17 76		
C. Gauthier	do Clerk		11 00		
F. Killingold	do do		26 00		
A. Bourassa	do Guide		8 00		
Indian	do do		4 00		
J. Leclair	do do		5 00		
J Stevenson	do Interpreter		210 00		
D. Saunders	do Drover		75 00		
J. Campbell	do Guide		45 00		
A. Stevenson	do do		384 59		
W. Favell	do do		30 00		
Joseph	do Messenger		13 50		
Indian	do do		3 00		
Sundry persons	do Ploughmen		8 00		
A. S. Kempshell	Services as servant to Inspector Wadsworth		165 00		
P. B. Caldwell	Occasional services as Storeman		5 85		
H. Richardson	do Clerk		50 00		
P. Gordon	do Messenger		13 00		
W. Reid	do Blacksmith		8 00		
J. J. Kennedy	do Drover		96 00		
T. Shedden	do do		120 00		
H. Bear	do Sawyer		10 30		
A. Perrault	do Carpenter		32 00		
M. Slevin	do do		16 00		
Harris & Strong	Carrying despatches		50 00		
L. Hagyet	Searching for lost horse		2 00		
Indian	Conveying message		7 50		
C. Favelle	Teaming		46 12		
No 2 M	Assistance in building houses for Indians		75 00		
B. Hale	Servant to Inspector Wadsworth		40 00		
Old Crow	Services as Messenger		5 00		
H. Nounce	do		7 00		
R. M. Steel	Breaking 70 acres of new land		305 00		
				34,950 30	
	Carried forward			34,950 30	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			34,950 30	125,526 50
		Expenditure—*Continued.*				
		Travelling Expenses including Road Supplies.				
Vote 177	E. Dewdney	For Travelling expenses and per diem allowance for board		1,067 37		
	E. T. Galt	do do do		1,370 60		
	T. P. Wadsworth	do do do		2,019 55		
	A. McDonald	do do do		1,044 70		
	N. T. Macleod	do do do		288 75		
	A. McKay	do do do		733 25		
	W. P. Clarke	do do do		587 71		
	W. L. Orde	do do do		168 50		
	J. M. Rae	do do do		733 75		
	E. McColl	do do do		1,305 44		
	J. Taillefer	do do do		308 85		
	Hayter Reid	do do do		300 00		
	J. A. McRae	do do do		60 75		
	Wm. Anderson	do do do		20 00		
	R. H. Mathews	do do do		71 00		
	H. Martineau	do do do		47 50		
	Jas. F. Graham	do do do		74 50		
	E. Allen	do do do		125 00		
	W. P. Clarke	do do do		373 57		
	F. Ogletree	do do do		84 50		
	L. J. A. Leveque	do do do		95 30		
	J. McIntyre	do do do		32 00		
	M. Morriseau	do do do		101 50		
	F. Fischer	do do do		156 50		
	D. Young	do do do		55 15		
	G. McPherson, sen	do do do		188 50		
	G. McPherson, jun	do do do		73 50		
	T. T. Quinn	do do do		26 00		
	G. D. Gopsill	do do do		15 75		
	J. Scott	do do do		15 00		
	A. Stevenson	do do do		18 75		

J. Paquette	do	do	do			13 50	
M. Cumming	do	do	do			49 00	
L. W. Herchmer	do	do	do			18 00	
D. Wilson	do	do	do			107 00	
Gilmour & Salisbury	Fare of Commissioner, Helena to Chicago					128 00	
T. C. Power & Bros	do	Benton to Helena				21 00	
H. McDougall	do	and Secretary, Winnipeg to Ottawa				107 70	
T. C. Power & Bros	Fare of Mr. Galt, to Benton					10 00	
W. C. Allen	Conveyance of Graham and Robertson, to McLeod					50 00	
W. A. Loucks	Fare, Winnipeg to Prince Albert					68 50	
N. Constant	Horse hire					45 00	
B. Bourne	Ferriage					1 50	
L. Leveillé	Horse hire					4 00	
Hudson Bay Co	H re of dog train					40 25	
do	Horse hire					10 50	
A. E. Forget	do					50 00	
W. Turner	do					24 00	
G. Marchand	do					26 50	
Mahoney & McDonald	do					22 00	
P. Ballendine	do					13 18	
A Genaille	do					39 50	
J. Foley	do					24 00	
J. Burnet	do					9 00	
R. Paul	do					7 00	
M. Plumb	Wagon hire					4 25	
Lineham & Grant	do					27 50	
Stobart, Eden & Co.	Ferriage					1 10	
E. T. Galt	Rations					165 00	
I. G. Baker & Co.	Sundry supplies for travelling					165 54	
Hudson Bay Co	do	do				594 88	
Stobart, Eden & Co	do	do				30 50	
R. Watson	do	do				23 77	
T. T. Quinn	do	do				3 60	
Howard & Crawford	do	do				102 73	
L. Stienhoff	do	do				31 75	
D. W. Davis	do	do				50 97	
A. Marshall	do	do				13 00	
E. Murphy	do	do				35 25	
Roman Catholic Mission, Qu'Appelle	do	do				17 20	
A. Manseau	do	do				60 00	
C. A. Broadwater & Co.	do	do				17 86	
J. A. McRae	do	do				12 55	
F. Miller	do	do				27 00	
R. Ross	do	do				20 50	
W. Latimer	do	do				7 00	
W. J. Scott	do	do				31 88	
	Carried forward					13,792 20	34,950 30	125,526 50

J. INDIANS OF MANITOBA AND THE NORTH-WEST—*Continued.*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		12,797 20	34,950 30	125,526 50
		EXPENDITURE—*Continued.*				
		Travelling Expenses including Road Supplies.—Continued.				
Vote 177	A. R. Kennedy	For Sundry supplies for travelling		4 50		
	North-West Mounted Police	do do		184 20		
	H. Taylor	do do		41 00		
	P. McDonald & Co	do do		13 50		
	Mowat & Saffery	do do		154 55		
	H. Taylor	do do		9 75		
	Norris & Logan	do do		10 00		
	M. Shear	do do		7 00		
	Mahoney & McDonald	do do		6 90		
	A. McKay	do do		18 00		
	L. Thompson	do do		7 50		
	G. Weldon	do do		10 16		
				14,363 26		
		LESS—Refunds as follows:—				
		By E. McColl, balance of accountable cash	9 00			
		W. L. Orde, sundry articles sold	62 50			
		do Oats sold	52 50			
		E. Dewdney do	12 00			
				136 00		
					14,227 26	
		RENTS AND FUEL.				
	Donaldson Bros	For Rent of Winnipeg Office for 11 months, to 30th April, 1880		550 00		
	Sutherland & Alloway	do do 2 do to 30th June, 1881		108 34		
	A. McKay	do Grand Rapids Office for 10 months and 5 days, to 31st December, 1880		185 56		
	A. Boyd	do Manitoba House Office for 12 months, to 30th June,'81		120 00		
	A. McDonald	do Qu'Appelle do 8 do to 31st Dec.,'80		140 00		
	Hudson's Bay Co.	do Carlton do 14 do to 20th Feb.,'81		298 17		

R. J. N. Pither	do	Fort Frances	do	6 do	to 31st Dec., '80		150 00	
Rev. J. A. McKay	do	Battleford	do	15 days in January, 1880			6 00	
A. Shurtleff	do	Fort MacLeod	do	6 months, to 24th Feb., '81			85 00	
Hudson's Bay Co	do	sundry storehouses					230 00	
W. Hurley	do	room in which to pay annuities					15 00	
G. McPherson	do	storehouse at Assabaskasing, 4 years to 11th June, '80					384 00	
T. C. Power & Bro	do	sundry storehouses					20 00	
W. J. Casey	do	do					60 00	
C. Boissonneault	do	do					65 00	
D. McDougall	do	do					31 28	
W. Garrioch	Fuel for Manitoba House Office						46 75	
A. McAuley	do	do	do				10 00	
P Anderson	do	do	do				10 00	
Hudson's Bay Co	do	and candles for Carlton Office					50 40	
A. McDonald	do	Qu'Appelle Office					12 50	
J. P. Wright	do	Winnipeg	do				10 35	
Winnipeg Fuel Co	do	do	do				235 00	
M. Brunette	do	Manitoba House	do				20 00	
W. C. A. Pilling	do	do	do				30 00	
T. Jones	do	Fort Walsh	do				30 00	
F. Miller	do	Shoal Lake	do				600 00	
								3,503 35
		TELEGRAMS AND POSTAGE						
Montreal Telegraph Co	For Telegrams						608 94	
Dominion do	do						43 13	
North Western do	do						169 27	
Canada Pacific do	do						158 91	
U. S. Military do	do						64 51	
G. S. Wood	do						45 57	
Winnipeg Post Office	Postage Stamps						156 84	
Carlton do	do						4 00	
Battleford do	do						27 23	
T. Ogletree	do						7 52	
Mowat & Saffery	do						21 66	
C. Boissonneault	do						2 00	
J. Scott	do						1 47	
								1,311 05
		PRINTING, ADVERTISING AND STATIONERY.						
P. G. Laurie	For Printing						208 17	
Winnipeg *Times*	do						51 00	
Queen's Printer	do						770 50	
Citizen, Ottawa	do						1,018 37	
Burland Lithographic Co	Lithographing						95 11	
	Carried forward						2,143 15	53,991 96	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST.—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		2,143 15	53,991 96	125,526 50
		Expenditure—*Continued.*				
		Printing, Advertising and Stationery—*Concluded.*				
Vote 177.....	Dawson & Co.....	For Advertising.....	.....	7 00		
	L'Opinion Publique.....	do	.....	13 90		
	Canadian Illustrated News.....	do	.....	69 90		
	W. H. Buck.....	do	.....	5 00		
	Le Métis.....	do	.....	54 06		
	Winnipeg *Times*	do	.....	152 28		
	do *Daily News*....	do	.....	38 50		
	Courier de Montréal.....	do	.....	135 60		
	Orange Lily.....	do	.....	12 84		
	Le Canada.....	do	.....	57 50		
	Aylmer *Times*.....	do	.....	12 65		
	Le Quotidien.....	do	.....	34 48		
	Prescott *Messenger*	do	.....	11 82		
	St. Catharines *Journal*...	do	.....	51 66		
	Pembroke *Standard*.	do	.....	7 90		
	Paris *Star*	do	.....	10 56		
	Hamilton *Spectator*.....	do	.....	41 90		
	Journal of Commerce.....	do	.....	28 60		
	Montreal *Gazette*.....	do	.....	33 84		
	Toronto *Telegram*.	do	.....	89 50		
	do *Sentinel*..	do	.....	24 00		
	do *National*.	do	.....	25 00		
	do *Mail*.....	do	.....	50 40		
	Brantford *Courier*.	do	.....	41 24		
	Hull *Dispatch*.....	do	.....	12 46		
	Orangeville *Gazette*.....	do	.....	10 16		
	L'Original *Advertiser*.....	do	.....	8 90		
	Chatham *Planet*.....	do	.....	29 42		
	Guelph *Herald*.....	do	.....	54 20		
	Morning Chronicle	do	.....	61 84		

Ottawa Herald	do		71 90		
Stratford *Times*	do		14 81		
Kingston *News*	do		47 68		
Ottawa *Citizen*	do		69 74		
Halton *News*	do		5 46		
La Minerve	do		14 28		
London *Herald*	do		50 30		
do *Free Press*	do		60 21		
do *Catholic Record*	do		20 55		
Le Canadien	do		72 32		
Picton *Gazette*	do		3 36		
Central Canadian	do		13 73		
Belleville *Intelligencer*	do		49 58		
Exeter *Times*	do		14 34		
Toronto *Guardian*	do		28 60		
Sarnia *Canadian*	do		15 00		
Shareholder	do		32 20		
Iroquois *Times*	do		2 94		
Nouveau Monde	do		51 38		
Canada Lumberman	do		6 50		
Government Stationery Office	Stationery		502 04		
I. G. Baker & Co	Stationery for Commissioner		0 40		
T. C. Power & Bro	do do		0 50		
Hudson Bay Co.	do Agent Clarke		5 00		
Mahoney & McDonald	Stationery		1 97		
Parsons & Richardson	Copying press for Commissioner		21 00		
J. A. McDougall	Stationery for Edmonton office		5 95		
Villiers & Pearson	do Commissioner		12 00		
C. W. Sutter	do do		1 00		
C. Boisonneault	do Agent Allen		9 20		
D. W. Davis & Co	do Fort McLeod office		10 25		
H. S. Donaldson & Bro	do Winnipeg do		32 61		
F. N. Campbell	do Battleford do		7 00		
J. M. Campbell	do Carlton do		8 60		
Hudson Bay Co.	do Manitoba House office		10 25		
				4,582 97	
	Medical Services and Medicines.				
G. Kittson, M.D., Fort Walsh	For 12 months salary, to 30th June, 1881		700 00		
R. Miller, M.D	do do		550 00		
G. R. Kennedy, M D	do do		550 00		
G. Verry, M D	Occasional professional services at Victoria		180 00		
D Young, M.D.	do do St Peter's		12 00		
J. S. Lynch, M.D.	do do Treaty No 5		15 00		
G. F. Lount, M D	do do		9 00		
	Carried forward		2,016 00	58,574 93	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

AUTHORITY FOR PAYMENT	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		2,016 00	58,574 93	125,526 50
		EXPENDITURE—*Continued.*				
		Medical Services and Medicines—Concluded.				
Vote 177	Staff-Surgeon Laurie	For Occasional professional servics at Fort Walsh		20 00		
	North-West Mounted Police	Drugs issued at Fort Walsh and Battleford		340 16		
	Hudson Bay Co	Medicines		13 40		
	J Colcleugh	do		23 00		
	B. R Senseney & Co	Vaccine		100 33		
	R. Strange	Medicines		9 00		
	F. M. Trott & Co	do		3 20		
	Trott & Mitchell	do		79 50		
	I. G. Baker & Co	Freight of medicine chest		19 29		
	T. A. Cummins	Customs duties on chests		1 20		
					2,625 08	
		Miscellaneous Expenditure.				
	S. H. Borbridge	1 valise to carry annuity money		11 00		
	W. J. Spears	1 horse for Commissioner		160 00		
	do	2 horse nets for Commissioner		6 00		
	B. Rosette	1 jumper for Assistant Commissioner		4 00		
	G. Rosette	Improvements surrendered on File Hill Reserve		50 00		
	M. J Walsh	Freighting supplies		50 92		
	I. G. Baker & Co	do		63 89		
	do	Tent and cover for Assistant Commissioner		24 20		
	do	Outfit for Inspector Wadsworth		498 14		
	do	Sundries for Fort McLeod office		21 52		
	do	Percentage of 1 per cent. on $117,089.27 advanced		1,170 88		
	do	Blankets and robe for Agent McDonald		14 00		
	do	Clothing supplied for destitute Indians		2,370 02		
	do	Sundries at Fort Walsh		139 19		
	J. Sanderson	1 waggon for Indian service		80 00		
	do	Milk for sick Indian boy		5 00		

Department of Railways and Canals	4 blankets		27 00		
do do	Rubber blankets for storeman at Fort Ellice		11 00		
R. M. Patterson	1 lock for storehouse at Fort McLeod		3 00		
W. Whitney	Blacksmithing		32 99		
A. C. Heney	Repairs to Commissioner's harness		18 25		
J. Colvin	1 waggon pole		22 00		
G. Fraser	Repairs to waggon		5 00		
J. Colville	2 horses for Assistant Commissioner		195 00		
J. Spitzley	Board of Assistant Commissioner		21 00		
E. T. Galt	Waggon, rope, &c		5 40		
do	Petty cash disbursements		162 98		
do	Accountable cash for office expenses	1,000 00			
	Less—Refunded	243 44			
			756 59		
S. Horner	Repairs to harness		5 00		
W. Latimer	Blacksmithing		26 90		
do	2 coffins for Indian children		11 00		
Kingston Penetentiary	Clothing for destitute Indians, Treaty No. 3		342 69		
— McRae	Freighting supplies		10 00		
Hudson Bay Co	Travelling outfit for agent McDonald		41 45		
do	Paid sundry Messengers		51 67		
do	Supplies to freighters		17 86		
do	Freighting, ferriage, &c		764 49		
do	Repairs to Mr. Wadsworth's wagon		2 50		
do	1 tent for agent Clarke		25 00		
do	½ per cent. for transport of $45,000 of annuity money		112 50		
do	1 sett double harness for Agent Clarke		35 00		
do	2 skeins twine		1 80		
do	Clothing for destitute Indians		32 00		
do	1 pair blankets		20 50		
do	1 horse		40 00		
do	1 pair blankets for Agent Anderson		12 00		
do	1 box for annuity money		5 00		
do	Sundries for Edmonton office		29 93		
do	5 loads hay		10 00		
do	1 stove for Carlton office		35 00		
do	Sundries for Qu'Appelle office		108 54		
do	do for Edmonton do		37 40		
do	Petty expenses Manitoba House office		14 48		
do	1 padlock for Carlton do		1 00		
do	Rent of house and store at Victoria		20 00		
do	Balance in full of expenses incurred by late Ag't J. G. Stewart		3,617 03		
do	Sundry expenses		73 32		
do	Fodder and stabling		6 00		
do	Sundries for Edmonton office		3 55		
do	Hauling wood		20 00		
	Carried forward		11,362 58	61,200 01	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		11,362 58	61,200 01	125,526 50
		Expenditure—Continued.				
		Miscellaneous Expenditure—Continued.				
Vote 177	Hudson Bay Co.	For 1 sett platform scales for Qu'Appelle office		40 00		
	do	Burial of an Indian		7 25		
	Canadian Express Co	Charges		17 90		
	North-West Mounted Police	Sundries for Shoal Lake office		241 67		
	do	Horses, ponies, &c., for Agent McDonald		290 00		
	do	Herding Indian cattle		197 01		
	do	1 box stove for Saulteaux		25 00		
	do	Sundry articles for Commissioner		146 45		
	do	Blacksmithing		36 43		
	T. Wiley	Conveyance of annuity money to Assabaskasing		30 00		
	D. Young	Contingent expenses St. Peter's office, 12 months, to 30th June, 1880		257 15		
	T. Peebles	Care of wood seized on St. Peter's Reserve		10 00		
	A. E. Forget	100 lbs bran		2 50		
	Gault Bros.	Material for clothing for destitute Indians		1,546 19		
	S. Ballendine	Herding		29 12		
	P. Stringer	Inspection of clothing		19 90		
	W. Butler	Ferriage		5 00		
	J. McDougall	Lumber for Shoal Lake office		73 55		
	W. Reid	2 flour scoops		2 00		
	Grand Trunk Railway	Freight of clothing		62 00		
	P. Vincent	500 pairs of mocassins		500 00		
	M. Charette	Freight of Mr. Orde's papers from Battleford to Shoal Lake		35 31		
	M. Goulais	do do do		4 56		
	Mowat and Saffery	Hardware for Shoal Lake office		33 90		
	do	Supplies for Treaty No. 4		52 75		
	do	300 bush. oats for Shoal Lake office		255 00		
	do	Supplies for farm No. 2		39 44		
	do	do Qu'Appelle office		20 37		
	do	do do		101 36		
	do	2 flat sleds do		62 46		

do	*Rations for sick Indians*	.....	11 29	
do	Sundry supplies for farm No. 5.	.....	2 25	
do	Sundries for Shoal Lake office	.....	107 50	
S. M. Prosser	Blacksmithing	.....	31 00	
J. Ferrier	Sawing lumber, and shingles	.....	65 29	
J. P. Wright	Petty disbursements, Winnipeg office	.....	67 35	
J. G. Harvey	Ice for Winnipeg office	.....	7 00	
H. Gardiner	Freighting supplies	.....	4 70	
S. St. Germain	do	.....	6 00	
J. Longmore	do	.....	123 75	
J. Pastripe	do	.....	38 81	
W. Daniels	do	.....	79 35	
A. Faillent	do	.....	49 54	
A. Martin	do	.....	64 44	
A. Laplante	do	.....	43 54	
P Poitras	do	.....	48 95	
J. Poitras	do	.....	66 50	
C Poitras	do	.....	46 70	
A. Swain	do	.....	27 50	
A. Peltier	do	.....	42 52	
A. Dejolais	do	.....	30 05	
A. Flemant	do	.....	37 47	
A Goyer	do	.....	20 00	
J. Racette	do	.....	73 18	
C. Brier	do	.....	35 20	
M. Hamlin	do	.....	54 06	
J. Simpson	do	.....	6 00	
L. O'Soop	do	.....	61 25	
Howard & Crawford	Freighting clothing	.....	59 10	
M. LaBoucane	do supplies	.....	54 80	
D. McLeod	do do	.....	17 14	
Big Hunter	do do	.....	14 15	
P. Galarneau	do clothing	.....	2 87	
M. Slevin	do lumber	.....	18 00	
J. Munro	do supplies	.....	17 37	
Thomas Howard	do fanning mills	.....	356 24	
Norris & Logan	do seed grain	.....	190 76	
Grand Trunk Railway	do Commissioner's effects	.....	30 00	
A. Kline	do flour to Qu'Appelle from Ellice	.....	7 00	
D. W. Davis	do fanning mill	.....	4 50	
J. Sayer	Conveyance of 6 carts to Battleford	.....	12 00	
Mahoney & McDonald	Supplies for destitute Indians	.....	68 89	
do	Sundries for Commissioner	.....	57 50	
do	Supplies for Battleford office	.....	76 18	
do	do do	.....	51 27	
do	One clock for do	.....	5 75	
do	Supplies for destitute Indians	.....	20 16	
	Carried forward	.....	17,921 72	61,200 01	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		17,921 72	61,200 01	125,526 50
		Expenditure—*Continued.*				
		Miscellaneous Expenditure—Continued.				
Vote 177	Mahoney & McDonald	For Sundries for Battleford office		3 45		
	do	Clothing		37 75		
	do	1 per cent on $168 advanced		1 68		
	W. Jackson	Cartage		3 00		
	R Young	1 tent for D. McIvor		10 00		
	R. Guthrie	2 neck yokes		1 75		
	W. Enright	2 horses for Commissioner		275 00		
	Mulholland & Co.	Fitting up Shoal Lake office		25 48		
	Stobart, Eden & Co.	Matting for Shoal Lake office		52 20		
	do	Kitchen utensils, &c., for Carlton		9 30		
	do	Sundry supplies for Indians		21 45		
	do	do Mr. Wadsworth		67 12		
	do	Curry comb and brush		1 25		
	do	Blankets for Indians of Treaty No. 4		597 15		
	J. M. Rae	1 horse for Agent Clarke		60 00		
	Norris & Logan	Twine for destitute Indians		68 67		
	T. C. Power & Bro.	Lamp for Commissioner's office		3 00		
	do	Prints and woollens for destitute Indians		58 07		
	do	Account book, McLeod office		6 00		
	do	1 waggon sheet		9 00		
	do	Baking powder		2 25		
	do	Rent of store-houses, &c		19 25		
	D. W. Davis	Pain killer		1 75		
	do	Supplies for storeman, Fort McLeod		5 75		
	do	Supplies for Agent McLeod		19 59		
	do	Coal, &c		64 27		
	do	Supplies for McLeod office		68 98		
	do	Rent of store-houses		16 00		
	Hurd & Baker	Pigeon-holes for Carlton office		10 00		
	K. McLeod	Building boat		25 00		
	do	Aid to build foot-bridge across Battle River		10 00		
	M. P. Clark	Bringing in broken waggon		2 00		

E. Dewdney	Sundry purchases		14 47		
do	Petty disbursements	172 19			
	Less—Refunded	1 17			
			171 02		
do	Sundry office expenses in Ottawa	500 00			
	Less—Refunded	6 64			
			493 36		
do	Expenses incurred by Major Walker at Treaty payments No. 6		5 00		
do	Sundry office and other expenses		2,000 00		
P. Ballendine	Supplies for Battleford office		1 75		
M. Slevin	House for the Commissioner's Interpreter		40 00		
F. Miller	Horse do do		165 00		
do	39 tons of hay for Shoal Lake		234 00		
L. Gourdeau	Freighting supplies		61 64		
G. Verey	Skiff for Whitefish Lake		25 00		
N. Germain & Co	Furniture for Coutcheching and Grand Rapids office		103 15		
Department of Interior, Dominion Lands Branch	Horse for Inspector Wadsworth		70 00		
W Read	5 cattle brands		11 00		
A G. B. Bannatyne	Coal oil for Winnipeg office		2 40		
H Hodges	3 lamps do		3 75		
Canada Pacific Railway.	1 buck-board and set of harness		90 00		
Winnipeg and Western Transportation Co	Freighting and passages		85 80		
W. L. Orde	Petty disbursements, Battleford office		8 00		
E. Cameron	Supplies to destitute Indians		11 49		
C. Nolin	do do		17 25		
Canada Pacific Hotel	Stabling Mr. Galt's horses		32 25		
Connell & Burke	do do		53 00		
A. Richard	Balance due on spring waggon		60 00		
J. McDougall	Hut for minor Chief of the Bloods		10 00		
A. Marshall	Oats for Shoal Lake office		6 50		
D Scott & Co	Furniture for offices at Grand Rapids and Assabaskasing		85 00		
Indians	Use of tent at payments		17 00		
M. Morrisey	4 cattle brands		12 00		
Battle River Ferry Co	Part cost of boat		5 00		
J. Morrow	Supplies for Battleford office		2 50		
J. Morrison	Blacksmithing for Mr. Wadsworth		16 00		
P. Tait	4 bushels of oats		4 00		
J. Barter	1 horse for Mr. Wadsworth		150 00		
W. Lenney	Blacksmithing		42 50		
D. W. Cumming & Co	1,200 feet of lumber for Shoal Lake office		30 00		
Roberts & Whimster	Lumber for do		57 00		
J. Waychan	6½ tons hay for Battleford office		28 50		
P. Ballendine	Coal oil and tools do		10 37		
J. L. Templeton	5 bushels of lime, Shoal Lake office		2 50		
	Carried forward		**23,716 08**	**61,200 01**	**125,526 50**

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		23,716 08	61,200 01	125,526 50
		Expenditure—*Continued.*				
		Miscellaneous Expenditure—Concluded.				
Vote 177	Sundry persons	For Removal of Commissioner's horses from Winnipeg to Shoal Lake		14 80		
	E. Knight	Shoeing Agent Rae's horses		4 00		
	A. Bowschier	Lodging Indian boy with broken leg		80 00		
	E. C. Oliver	Veterinary services rendered Commissioner's horses		45 50		
	C. Boissonneault	Sundries for Fort Walsh office		40 35		
	J. G. McDougall	Material to build boat		25 08		
	do	Rent and lodging of Storekeeper at Fort McLeod		6 00		
	R. K. Kenefeck	5 cattle brands		12 50		
	A. Shurtleff	Office furniture for Fort McLeod office		25 00		
	Mrs. Everson	Washing blankets		6 00		
	D McIvor	One buffalo skin for Battleford office		4 00		
	Gunn Bros	400 feet lumber for flooring		8 00		
	D. Wilson	Messenger to Rapid City for mail		7 25		
	P. G. H. Robinson	Cook stove for Blood Chief		35 00		
	W. S. Gladstone	90 feet lumber		11 30		
	G. M. Butchart	Stove pipes for Shoal Lake office		9 75		
	McLean & Sinclair	Express charges on stationery		1 00		
	G. S. Davison	Robe for Agent Rae		5 00		
	Stobart, Eden & Co	Sundries for Farm No. 8		6 13		
	A. McGillis	Blacksmithing for Commissioner		5 50		
	D. J. G. Kittson	Running gear for buck-board		75 00		
	Brown & Rutherford	8 window sashes		24 95		
	T. Scott	Care of horse		30 00		
	Ashdown & Agnew	2 spring balances		2 00		
	Canadian Rubber Co	12 rubber blankets		52 08		
	Brown & Curry	Sundries for Edmonton office		16 00		
	W. L. Orde	Horse hire		21 00		
	R. McCutcheon	Digging grave for Indian		5 00		
	J. Cardinal	Recovery of a lost horse		1 00		
	J. Moiseney	2 pairs mocassins		2 00		
	S. Prosser	1 pair bob-sleighs for Shoal Lake office		40 00		

A. Church	Paid Indian messenger		57 00		
Codman & Shurtleff	72 vaccinators		18 20		
J. Henderson	1 Manitoba Directory		4 00		
J. Moisson	Making 2 keys		1 25		
J. W. Fisher	Sundries for Battleford office		4 50		
F. Pichette	Moving Indian family to Cypress Hills		15 00		
Rev. A. Lacomb	Aid to publish Indian Dictionary		400 00		
A. Martin	½ ton hay for Qu'Appelle		4 00		
Sinclair & McLean	Express charges on medicine		4 00		
J. W. Ferrier	Blacksmithing at Shoal Lake		12 95		
E. Robillard	500 bundles of thatch for Qu'Appelle		25 00		
D. L. Clink	Hire of oxen		19 12		
E. McColl	Petty disbursements		1 60		
E. Rumble	Services		11 00		
W. E. Turner	Horse medicines for Mr. Wadsworth		3 70		
A. C. Beckman	Sundries for Mr. Wadsworth's outfit		12 00		
Allison & Hyde	Fodder for McLeod office		52 50		
M. K. Street	Supplies to Eastern Bands of Treaty No. 3		202 00		
J. Christensen	Supplies to Eastern Bands, Treaty No. 3		191 19		
W. Enright	1 span horses for Commissioner		340 00		
Moore & McDowall	Sundry supplies		26 87		
D. W. McCallum	2 horses for Mr. Wadsworth		110 00		
H. Richardson	Expenses in connection with surrender of part of Bird Tail Creek Reserve		176 12		
J. S. & A. B. Wyon	12 Indian medals		237 13		
C. Garsen	1 cutter for Carlton Agency		32 00		
G. Duck	1 sleigh do		9 00		
H. Paquette	1 sled for Edmonton Agency		15 00		
Rev. Father Blanchette	Supplies		15 50		
Mrs. Groat	Mending Indian clothing		7 00		
J. Walter	3 coffins		66 75		
F. Miller	155 tons hay		930 00		
N.-W. Mounted Police	One-third cost of Mail Service in North-West		2,415 00		
do do	⅓ cost of Special Mail between Forts Walsh and McLeod		40 00		
do do	Use of horse and buckboard		27 50		
G. C. King	Outfit for Dr Brunskill		50 00		
J. Favre	Conveying dying Indian to Fort Walsh		3 00		
Latimer & Gilbert	Repairs to buckboard		16 00		
A. G. B. Bannatyne	Sundries for Winnipeg office		2 80		
				29,895 95	
	EXPENSES IN CONNECTION WITH FARMS EQUIPMENT.				
	Farm No. 1—Bird Tail Creek.				
N.-W. Mounted Police	For Hoes, &c.	12 20			
Mowat & Saffery	Implements	6 10			
	Carried forward	18 30		91,095 96	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST.—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	18 30		91,095 96	125,526 50
		Expenses in connection with Farms Equipment—*Continued.*				
		Farm No. 1—Bird Tail Creek—Concluded.				
Vote 177	M. Chamberlain	For Oats and hay	39 75			
	W. Peden	100 bushels wheat	175 00			
	R. R. Ross	50 bushels potatoes	50 00			
	D. & G. Gunn	5,600 feet lumber	150 00			
	Hudson Bay Co.	1 copper kettle	7 00			
	W. Harris, Son & Co.	1 pair bob-sleighs	40 00			
	D. Hood	1 logging chain	4 25			
				484 30		
		Farm No. 2—Cote's Reserve.				
	N.-W. Mounted Police	For 1 mare	60 00			
	Mowat & Saffery	2 pigs	10 00			
	do	Hardware	24 20			
	C Lawford	1 steer	60 00			
	Haslam & Wilson	1 mower	95 00			
				249 20		
		Farm No. 3—Crooked Lake.				
	A. Kline	For 1 horse	77 50			
	do	1 cart	15 00			
	do	1 cart harness	15 00			
				107 50		
		Farm No. 4—Qu'Appelle.				
	Mowat & Saffrey	For 1 sett bob-sleds	52 50			
	R. C. Mission	1 horse and bridle	81 00			
	Stobart, Eden & Co.	Seed grain	5 50			
				139 00		

	Farm No. 5—Pile Hills.				
A. Kline	For 1 horse	77 50			
do	1 cart	15 00			
Mowat & Saffrey	Sundry supplies	16 60			
			109 10		
	Farm No. 6—Touchwood Hills.				
E. H. Smith	For 1 span horses	220 00			
Haslam & Wilson	1 mower	90 00			
do	1 hay rake	40 00			
W. A. MacPherson	27 days work	27 00			
Hudson Bay Co	1 copper kettle and files	4 10			
			381 10		
	Farm No. 7—Maple Creek.				
I. G. Baker & Co	For Seed grain	1,852 07			
do	2 soup boilers	45 60			
do	1 mower and rake	183 75			
do	1 horse	110 00			
do	1 yoke steers	125 00			
F. Horner	Repairs to harness	2 00			
G. Wormacot	Hay	37 50			
F. W. Padmore	Saddle	20 00			
W. C. Allen	1 mare	100 00			
North-West Mounted Police	4 horses	320 00			
J. J. English	2 kettles	13 75			
Indian	500 feet lumber	10 00			
R. McKinnon	15 days hauling timber	30 00			
			2,849 67		
	Farm No. 8—Duck Lake.				
Hudson Bay Co	For Grain bags, etc	10 52			
W. P. Clarke	1 buckboard	75 00			
Stobart, Eden & Co.	Sacks, &c	30 42			
			115 94		
	Farm No. 9—Prince Albert.				
W. H. Disbrowe	For Garden seeds	5 10			
H. F. Bourne	Improvements on farm surrendered	600 00			
Norris & Logan	2 horses	190 00			
North-West Mounted Police	do	120 00			
	Carried forward	915 10	4,435 81	91,095 96	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	915 10	4,435 81	91,095 96	125,526 50
		Expenses in connection with Farms Equipment—*Continued.*				
		Farm No. 9—Prince Albert—Concluded.				
Vote 177	T. Dewan	For 217 lbs. nails	47 66			
	H. F. Bourne	Rent of 17 acres	34 00			
				996 76		
		Farm No. 10—Carlton.				
	Hudson Bay Co	For Grain sacks, &c		10 52		
		Farm No. 11—Eagle Hills.				
	G. Hamilton	For 50 tons of hay	200 00			
	A. Genaille	1 horse	50 00			
	J. Little	6 scythes and snaiths	18 00			
	Rev. T. Clark	1 pig	10 00			
	Mahoney & McDonald	1 spring balance	2 50			
				280 50		
		Farm No. 12—Battle River. (No Expenditure).				
		Farm No. 13—Jack Fish Creek.				
	Smart & Wray	For 30 sacks	13 50			
	do	1 brace and bitts	5 00			
				18 50		
		Farm No. 14—Fort Pitt.				
	Mahoney & McDonald	For Glass, door-knobs, &c		17 90		

	Farm No. 15—Frog Lake, near Fort Pitt.				
W Turner	For 1 saddle		20 00		
	Farm No. 16—Saddle Lake.				
R. Scott	For 100 bush. barley	250 00			
do	50 sacks	25 00			
Hudson Bay Co	16 bush. wheat	40 00			
do	8 sacks	8 00			
E. McGillivray	50 bush. barley	50 00			
do	30 do potatoes	30 00			
Wm Lemieux	1 plough coulter	5 00			
do	1 wrench	2 25			
John Sinclair	Seed barley	27 00			
T. Houston	1 saddle	25 00			
A. House	Ploughing	38 61			
			500 86		
	Farm No. 17—Lac la Nonne.				
Norris & Logan	For Seed potatoes	205 40			
North-West Mounted Police	1 mare and 2 colts	100 00			
J. Conkright	1 saddle	45 00			
Villiers & Pearson	1 cow bell	2 00			
J. L'Amoureux	2,000 lbs. feed	35 00			
M. Lemieux	Sundries	37 00			
T. Smith	1 logging chain	5 00			
			429 40		
	Farm No. 18—Peace Hills.				
M. A. Groat	For Seed barley	200 00			
Norris & Logan	2 horses	175 00			
Hudson Bay Co	1 horse	160 00			
J. L'Amoureux	211 lbs. bran	35 19			
Hudson Bay Co	Supplies	17 90			
			588 09		
	Farm No. 19—Morleyville.				
I. G. Baker & Co.	For Sundry supplies	233 94			
T. McKenzie	Ploughing 30 acres	300 00			
T. Robinson	do 30 do	150 00			
A. McDougall	do 29¾ do	133 75			
	Carried forward	817 19	7,298 34	91,095 96	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	817 69	7,298 34	91,095 96	125,526 50
		Expenses in Connection with Farms Equipment—*Continued.*				
		Farm No. 19—Morleyville—Concluded.				
Vote 177	D. McDougall	For 1 boat	30 00			
	do	Lumber	12 50			
	do	1 horse	63 30			
	do	Ploughing	61 25			
				984 74		
		Farm No. 20—Blackfoot Crossing.				
	I. G. Baker & Co.	For Sundries	135 60			
	J. G. McDougall	Building boat	33 77			
	D. W. Davis	90 lbs iron	13 50			
				182 87		
		Farm No. 21—Piegan Reserve.				
	I. G. Baker & Co.	For Sundries	80 20			
	T. C. Power & Bro	Wheat	37 98			
	do	100 ft of lumber	5 00			
	D. W. Davis	Sundries	9 50			
	do	Steel and iron	6 00			
	North-West Mounted Police	Bags	22 60			
	A. Ely	1 saddle horse	35 00			
	J. G. McDougall	1 boat	24 65			
				220 93		
		Farm No. 22—Blood Reserve.				
	S. Delordrie	For 22 days' carpenter work	44 00			
	J. McDougall	1 horse	35 00			
	do	1 cooking stove	50 00			
	do	500 feet lumber	40 00			

F. Pace	64 do	6 40			
S. Mills	Building root house	30 00			
			205 40		
	Farm No. 23—Pincher Creek.				
I. G. Baker & Co	For Seed wheat	546 84			
do	Sacks for wheat	16 50			
A. Clarke	24 sacks	9 00			
J. Heney	Rails and stakes	70 00			
W. S. Gladstone	Single trees	4 95			
J. Collins	Plowing 30 ¼th acres	151 00			
H. Devine	1 horse	65 00			
J. Collins	1 do	110 00			
Samuel	1 do	80 00			
H. Lachapelle	1 do	85 00			
H. A. Ranhouse	1 do	50 00			
J. Scott	1 do	50 00			
M. Holloway	26 bushels lime	22 10			
S. Sharpe	1 sett harness	35 00			
W. D. Whitney	1 sett lead bars	5 00			
			1,300 39		
	Farm No. 24—Fish Creek.				
J. Glen	For Seed potatoes	790 91			
T. McKenzie	Plowing 340 acres	1,700 00			
do	Fence poles	473 13			
do	Plowing 50 acres	250 00			
M. Holloway	do 68½ do	342 50			
J. Butler	Freight of cedar	5 00			
D. Wanamangher	Logs and rails	91 80			
J. Glen	Fence poles	71 85			
A. Boyle	do pickets	533 73			
A. L'Hirondelle	Rails	2 00			
do	1 horse	75 00			
T. Rogers	Fence poles and logs	47 20			
J. Livingstone	Oats	39 72			
I. G Baker & Co	Sundries	282 05			
W. R. Wright	1 saddle	20 00			
J. House	Freight of wagons, &c	20 00			
D. W. Davis	Supplies	5 25			
do	1 coal stove	25 00			
			4,775 14		
	Carried forward		14,967 81	91,095 96	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	cts.
		Brought forward		14,967 81	91,095 96	125,526 50
		Expenses in Connection with Farms Equipment—*Concluded.*				
		Sundries purchased for distribution to various Farms.				
Vote 177.	North-West Mounted Police	For 1 ox	60 00			
	do	28 cows, at $40	1,120 00			
	do	9 do at $20	180 00			
	do	8 do at $15	120 00			
	do	1 bull	60 00			
	Mulholland & Co.	Soup boilers and scales	49 50			
	I. G. Baker & Co.	Scales, bushel measures, &c.	229 70			
	North-West Mounted Police	4 horses	260 00			
	Department of Railways and Canals	13 mules and 6 horses	827 00			
				2,906 20		
				17,874 01		
		Less—Refunds as follows:—				
		By Baker & Co., price of 3 damaged ploughs	105 00			
		By W. L. Orde, price obtained from sale of pony	50 00			
				155 00		
					17,719 01	
		Maintenance.				
		Farm No. 1—Bird Tail Creek.				
	M. Chamberlain	For 1 pair scales	2 50			
	do	Freight of grain	82 40			
	Tomabit	do	7 38			
	Wahgoosh	do	6 12			
	J. Broadfoot	do	7 20			
	Indian	do	22 40			
	The Gambler	do	0 37			
	B. Hamilton	Services	20 00			
	G. Porterfield	5 tons hay	25 00			

do	Use of mower	15 00		
J. Broadfoot	do thresher	10 00		
F. Miller	Hay	12 50		
W. Strong	do	25 00		
J. Ferguson	do	50 00		
G. Forest	do	12 00		
T. Young	do	42 00		
G. Gallarneau	Driving oxen	6 00		
J. L. Templeton	Lime	6 00		
Hudson Bay Co.	Oil, &c.	9 50		
Indian	Driving oxen	2 00		
Mowat & Saffery	Sundry supplies	278 38		
J. Young	Blacksmithing	6 40		
R. Murray	Repairs to house	5 00		
H. Wilson	Beef	16 50		
J. McMillan	Barley	4 00		
F. Miller	Beef	49 50		
			723 15	
	Farm No. 2—Côté's Reserve.			
Hudson Bay Co.	For Freight of seed	53 80		
do	Storage of supplies	50 00		
do	Supplies	60 40		
Mowat & Saffery	do	534 71		
do	Freighting	52 07		
J. Singuish	do	4 50		
T. W. Orr	do	22 00		
J. McMillan	do	60 83		
W Ryan	do	41 25		
W. Demark	Hay, &c.	7 40		
B. Warwick	Meals	21 25		
J. McDougall	do	2 50		
W. H. Armstrong	Hay	4 00		
J. W. Ferrier	Supplies	4 15		
			918 86	
	Farm No. 3—Crooked Lake.			
Mowat & Saffery	For Supplies	167 43		
North-West Trading Co.	do	15 00		
Hudson Bay Co.	do	48 47		
Indians	Freighting	55 75		
L. O'Soop	Hay	40 00		
			326 65	
	Carried forward		1,968 66	108,814 97	125,526 60

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		1,968 66	108,814 97	125,526 50
		Maintenance—*Continued.*				
		Farm No. 4—Qu'Appelle.				
Vote 177	Mowat & Saffery	For Supplies	82 72			
	Hudson Bay Co.	do	334 51			
	do	Paid Messenger	15 00			
	Howard & Crawford	Fare of Instructor Newlove to Qu'Appelle	110 00			
	Geo. Newlove	Travelling expenses	45 75			
	Roman Catholic Mission	Hire of mower	81 50			
	W. Horsfall	Hay	15 00			
	B. Robillard	do	31 25			
				715 73		
		Farm No. 5—File Hills.				
	Mowat & Saffery	For Supplies	67 65			
	Hudson Bay Co.	do	33 65			
	G. Fisher	do	12 75			
	A. Martin	Freighting	16 80			
	Indian	do	1 60			
				132 45		
		Farm No. 6—Touchwood Hills.				
	Hudson Bay Co.	For Supplies	453 45			
	Mowat & Saffery	do	509 29			
	Haslam & Wilson	Machine oil and can	7 80			
	Hudson Bay Co.	Travelling outfit	59 62			
	do	Freight of carts	2 69			
	do	Repairs to plough	3 75			
	J. Simpson	Horse hire	18 00			
	C. Nolan	Supplies	55 10			

R. Young	do	27 55		
Indian	Freighting	8 62	1,145 87	
	Farm No. 7—Maple Creek.			
I. G. Baker & Co	For Supplies	1,130 49		
do	Freighting	111 23		
do	Horse hire	8 00		
T. C. Power & Bro	Supplies	10 62		
J. Stuttaford	Potatoes	50 00		
J. Sanderson	Freighting	82 28		
do	Driving cattle	95 57		
A. Rocheblanc	Freighting	29 42		
do	do	21 70		
P. Gardipie	do	20 83		
E. McKay	do	16 55		
J. Lambert	do	24 35		
J. Laframbois	do	124 67		
J Villeneuve	do	19 25		
J. Villebranch	do	30 00		
C. Sinclair	do	30 50		
J. Saunders	do	12 50		
R. McCutcheon	do	32 34		
C. McAllister	do	18 62		
J. Pelletier	do	6 32		
J. Villebrun	do	48 00		
M. Laudry	do	42 89		
Little Child	do	29 64		
do	Driving cattle	12 00		
Indian	Freighting	6 00		
T. Jones	do	25 94		
P. Levielle	Driving cattle	33 00		
H. Ross	do	15 00		
J. Quenelle	do	27 00		
H. Nounce	do	15 00		
Hugh Ross	Horse hire	51 50		
E. Lamber	Rent of house	23 50		
F. Padmore	Sett of scales	4 00		
W. Latimer	Blacksmithing	16 30		
Latimer & Gilbert	do	41 50		
C. Boissonneault	Supplies	518 48		
J. J. English	do	49 81		
J. Setter	do	42 43		
			2,877 23	
	Carried forward		6,839 94	108,814 97 125,526 50

INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	cts.	$ cts.	$ cts.	$ cts.
		Brought forward		6,839 94	108,814 97	125,526 50
		Maintenance—*Continued.*				
Vote 177		*Farm No. 8—Duck Lake.*				
	Hudson Bay Co.	For Supplies	13 26			
	do	Oats	7 50			
	Stobart, Eden & Co.	Supplies	53 94			
				74 70		
		Farm No. 9—Prince Albert.				
	S. H. Moore	For Lumber	39 93			
	A hdown & Agnew	Supplies	8 65			
	Stobart, Eden & Co.	2 bottles pain-killer	1 00			
	W. A. Loucks	Horse hire	25 00			
	C Thompson	Repairs to implements	8 00			
	J. Beads	Ferriage	2 00			
	Hudson Bay Co.	1 rake, &c	2 50			
				87 08		
		Farm No. 10—Carlton.				
	Hudson Bay Co.	For Supplies	60 17			
	do	Hay and stabling	17 00			
	Stobart, Eden & Co.	Supplies	53 93			
	H. S. Moore	Bran and oats	9 75			
				140 85		
		Farm No. 11—Eagle Hills.				
	Mahoney & McDonald.	For Supplies	38 95			
	do	Freighting	12 96			
	Hudson Bay Co.	Supplies	15 87			
	P. Ballendine	Locks, nails, &c	9 38			

P. C. Pambrun	1,800 whitefish	225 00		
do	Freighting	10 00		
J. Little	Horse shoeing	4 00		
T. P. Wadsworth	Instructor McCord's travelling expenses	21 16		
J. Longmore	Freighting	11 00		
J. W. Plante	do	4 90		
P. C. Pambrun	Driving cattle	16 00		
W. Turner	Teaming	114 00		
			483 22	
	Farm No. 12—Battle River.			
Mahoney & McDonald	For Supplies	15 70		
Smart & Co	do	2 50		
P. Ballendine	Nails	2 62		
W. Fitzgerald	Fitting ploughs	6 00		
G. D. Gopsill	Horse hire	16 00		
			42 82	
	Farm No. 13—Jack Fish Creek.			
Mahoney & McDonald	For Supplies	218 18		
J. W. Fisher	do	7 50		
D. L. Clink	Beef	16 00		
J. Little	Potatoes	18 75		
Smart & Co.	Matches	0 75		
			261 18	
	Farm No. 14—Fort Pitt.			
J. Halley & Co.	For 1 box soap	13 20		
P. Ballendine	Sacks	4 25		
J. Longmore	Freighting	17 27		
do	Carrying mail	0 56		
			35 28	
	Farm No. 15—Frog Lake, Fort Pitt.			
Mahoney & McDonald	For Supplies	27 13		
Hudson Bay Co.	Horse hire, &c	2 75		
J. Halley & Co.	1 box soap	13 20		
D. O'Neil	Care of cattle	10 00		
J. Longmore	Freighting	17 28		
P. C. Pambrun	do	66 44		
			136 80	
	Carried forward		8,101 87	108,814 97	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		8,101 87	108,814 97	125,526 50
		Maintenance—*Continued.*				
		Farm No. 16—Saddle Lake.				
Vote 177	Hudson Bay Co	For Supplies	102 29			
	do	Freighting	186 91			
	E. McGillivray	Supplies	26 39			
	R. Scott	do	36 52			
	G. Blake	Flour	12 50			
	D. Ross	Meals	5 00			
	J. Asham	Freighting	23 86			
	J. E. Pruden	do	42 25			
	Norris & Logan	do	108 00			
	A. House	Horse hire	2 00			
				545 72		
		Farm No. 17—Lac La Nonne.				
	Hudson Bay Co	For Supplies	45 43			
	P. Blanchette	do	26 60			
	Norris & Logan	do	83 50			
	do	do	67 86			
	Brown & Curry	do	15 70			
	J. A. McDougall	Lamp glasses	1 75			
	D. Ross	Meals	14 00			
	R. McDonald	Oats	35 00			
	J. Kirkness	Lime	15 00			
	Villiers & Pearson	Utensils	27 75			
	D. Ross	Fodder	12 25			
	J. Callion	Building chimney	11 00			
	P. A. McDonald	Protest of cheque drawn by late agent J. G. Stewart, in favor of A. Doyle, farm labourer	4 50			
				360 34		

	Farm No. 18—Pecee Hills.				
J. A. McDougall	For Lamp glasses	1 75			
R. Lang	Beef	48 96			
C. W. Setter	Cartridges	2 00			
K. McDonald	Oats	35 00			
Villiers & Pearson	Coffee	2 26			
Norris & Logan	Supplies	332 02			
Hudson Bay Co	do	201 90			
W. Lemieux	do	52 90			
F. Oliver	do	3 50			
Brown & Curry	do	7 20			
D. Ross	Meals	5 00			
J. McDonald	Freighting	11 48			
North-West Mounted Police	800 lbs. beans	80 00			
D. Ross	Fodder	27 75			
			811 72		
	Farm No. 19—Morleyville.				
I. G. Baker & Co.	For Outfit for Instructor Gowan	50 25			
J. Monty	Freighting do	60 00			
R. Christie	Board of Instructor Morice	9 75			
M. L'Hirondelle	Horse hire	1 00			
G. C. King	Freighting	67 56			
D. W. Davis	Supplies and rations	105 29			
D. McDougall	do	15 00			
J. F. B. Morice	Rations	4 23			
			313 08		
	Farm No. 20—Blackfoot Crossing.				
J Sproul	For Freighting	10 25			
T. Banbury	do	51 38			
J. House	do	1 96			
H. Burgoyne	do	5 [illegible]			
I. G. Baker & Co	Supplies	66 [illegible]			
D. W. Davis	do	391 01			
Cuthbert & McGillis	Freight of a boat	10 00			
J. Taylor	Fodder	2 50			
W. Read	do and shoeing	2 50			
North-West Mounted Police	Oats	77 25			
J. House	Coal	5 00			
Taylor & Christie	Meals	18 00			
J. L'Heureux	Interpreting	70 00			
			712 20		
	Carried forward		10,844 93	108,814 97	125,526 50

J.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts	$ cts
		Brought forward	.....	10,844 93	108,814 97	125,526 50
		Maintenance—*Continued.*				
		Farm No. 21—Piegan Reserve.				
Vote 177.....	F. Sansel	For Services	30 33			
	T. Banbury	Freighting	19 05			
	F. LaRoque	do boat	4 00			
	W. Read	Repairs to ploughs	1 50			
	G. F. Lount	Services as Veterinary Surgeon	2 00			
	M. J. Walsh	Freighting	4 11			
	W. Whitney	Horse shoeing	7 00			
	North-West Mounted Police	Rations and fuel	89 49			
	D. W. Davis	Supplies	617 61			
	H. Taylor	Meals	5 00			
				780 09		
		Farm No. 22—Blood Reserve.				
	George Hodgson	For Teaming	15 00			
	Jas. House	do	15 43			
	W. Whitney	Repairs to implements	7 50			
	D. W. Davis	Supplies	998 57			
	J. B. Smith	Hay, &c	112 35			
	Rev. S. Trivette	Potatoes	21 00			
	Taylor & Christie	Meals	3 00			
	Sproul & Walsh	Freighting	8 15			
	J. B. Smith	do	1 28			
	T. Wheeler	Fodder	59 00			
				1,241 28		
		Farm No. 23—Pincher Creek.				
	D. W. Davis	For Supplies	1,001 87			
	do	Coal oil, &c	22 00			
	H. G. Baker & Co	Beef and butcher	148 98			

H. J. Taylor	*Supplies*	6 50			
H. Taylor	Board of instructors	20 00			
F. S. Lee	Beef	48 89			
C. Smith	[illegible]	56 48			
F. Miller	Wages as carpenter	105 00			
W. Whitney	Blacksmithing	20 60			
W. Read	do	12 87			
R. K. Kennefeck	do	9 50			
[illegible]	Messenger	6 00			
W. S. Lee	Sundry supplies	308 75			
M. Hollway	Teaming	11 10			
			1,778 54		
	Farm No. 21—Fish Creek.				
I. G. Baker & Co	For Supplies	382 18			
D. W. Davis	do	457 68			
G. C. King	do	532 66			
M. J. Walsh	do	90 82			
F. T. Hay	do	18 24			
A. L'Hirondell	do	2 40			
J. McFarlane	do	20 00			
W. Whitney	Blacksmithing	9 50			
W. Read	do	6 63			
R. K. Kennefeck	do	9 50			
D. Hamilton	do	39 50			
F. Pace	Coal	3 25			
G. F. Lount	Veterinary services	27 00			
			1,599 36		
	Farm No. 25—Moose Mountain.				
Mowat & Saffery	For Supplies		44 04		
	Sundries Purchased for Distribution to Various Farms.				
I. G. Baker & Co	For Sundry supplies	64 68			
Hudson Bay Co	Storage of supplies	90 00			
do	Balance due on freight of farmers' supplies from South Branch of Saskatchewan to various points, in 1879	583 02			
do	Settlement of accounts contracted for by Jas. G. Stewart, late Agent at Edmonton	769 08			
T. C. Power & Bro	8 memorandum books	5 00			
F. Miller	Freighting for farms generally	171 93			
E. Dewdney	Sundry expenses	179 00			
Mahoney & McDonald	Sundries	29 25			
	Carried forward	1,891 96	16,288 24	108,841 97	125,526 50

J—INDIANS OF MANITOBA AND NORTH-WEST—*Concluded.*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts
		Brought forward	1,891 96	16,288 24	108,814 97	125,526 50
		MAINTENANCE—*Concluded.*				
		Sundries Purchased for Distribution to Various Farms—Concluded.				
	J. Hamilton	Supplies for mules and horses purchased from Canadian Pacific Railway	67 25			
	E. C. Oliver	Veterinary services and medicines	28 00			
	F. A. Smart & Co.	Sundries	3 60			
				1,990 81		
				18,279 05		
		LESS—Amount withheld from Farmer Instructors for board		518 25		
					17,760 80	
		Total Expenditure				126,575 77
		Over-expended				1,049 27

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1881.

ROBERT SINCLAIR,
Accountant

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

CANADA.

ANNUAL REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR 1880-81

ON THE WORKS UNDER HIS CONTROL.

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST VICTORIA, CHAPTER TWELVE, SECTION NINETEEN, AS AMENDED BY THE ACT FORTY-SECOND VICTORIA, CHAPTER SEVEN.

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA:
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1882.

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CANADA.

REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1881.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, one of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada and Vice Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY:

I have the honor to submit the Annual Report of the Department of Public Works for the fiscal year 1880-81.

The Buildings and Works under the control of the Department are:—

PUBLIC BUILDINGS.

HARBORS AND RIVERS.

DREDGING.

SLIDES AND BOOMS.

TELEGRAPHS.

PUBLIC BUILDINGS.

PROVINCE OF ONTARIO.

OTTAWA.

PARLIAMENT GROUNDS.

These grounds have been kept in good condition.

A contract has been awarded for the construction of a new green-house, measuring 68 by 19 feet, and adjoining that already in use.

Trees have been planted and a boulevard laid out in front of the Parliament Grounds on Wellington street.

PARLIAMENT BUILDINGS.

The Senate and Commons Chambers have been painted and ornamented. A part of these works was rendered necessary by the incipient conflagration mentioned in my preceding Report. (Appendix 3, page 19.)

DEPARTMENTAL BUILDINGS.

WESTERN BLOCK.

The four new rooms required for the Post Office Department, and mentioned in my last Report, have been completed.

The windows of the large hall of the same Department have been enlarged, so as to give more light. (Appendix 3, page 19.)

EASTERN BLOCK.

The large fire-proof vault for the Finance Department has been completed; the vault was mentioned in my last Report.

A portion of the cut stone masonry of the main tower having begun to give way, it was necessary to replace it. This had to be done by day's work, it being impossible to estimate its extent without removing the stones one by one. (Appendix 3, page 19.)

NEW SUPREME COURT.

The Government having decided to close the workshops, situated on the Parliament grounds at the corner of Bank and Wellington streets, tenders were called for, for their conversion into a Supreme Court, and a gallery for the reception of pictures presented to the Government by the Royal Canadian Academy.

The place now occupied by the Supreme Court will be again used for the purpose for which it was originally intended; that is to say, it will form an addition to the Library of Parliament, and will at the same time afford a good reading room for members of the House of Commons.

The external appearance of the workshop building will be but slightly modified by the addition of gable windows to light the court room; an entrance will also be made on Bank street.

In the interior, the ground floor will comprise the following apartments:—picture gallery, 36 by 20 feet, with an entrance both to the gallery and the court on Bank street; six rooms for the judges, with private entrance on Bank street; offices, vault, lavatory, &c.

On the first floor: picture gallery, 36 by 20 feet; barristers' room, barristers' library; court room, 43 by 36 feet, and 24 feet high, with a vaulted ceiling; judges' library, judges' consultation hall, and waiting room.

Part of the drying house which was in the workshop yard will be converted into a laboratory and a gallery of photometric apparatus for the Department of Marine and

Fisheries. The works necessary to carry this out are included in the contract. (Appendix 3, page 20.)

RIDEAU HALL.

Ordinary repairs have been made, and much painting has been done in the interior of the principal building.

The construction of a new slide has been commenced in the skating rink, and of a gallery in the tennis court. These works will be finished before the autumn. (Appendix 3, page 20.)

GEOLOGICAL MUSEUM.

The works given out for the alteration of this building have been completed to the satisfaction of the Department.

A portion of the rear of the building has been converted into a residence for the caretaker.

The glass cases, shelves, &c. are being prepared; this is being done partly by contract and partly by day's work under the superintendence of the Clerk of Works, as a part of the fittings brought from Montreal had to be utilized. (Appendix 3, page 20.)

DRILL SHED.

The contract for the fitting up of the drill halls, band rooms, museum, &c., has been executed.

The floors of the large drill hall, and of the artillery arsenal have been laid. (Appendix 3, page 20.)

HAMILTON.

POST OFFICE.

It is proposed to erect a building which will contain the Post Office and the offices of the Customs and the Inland Revenue. For this purpose the Department has acquired a site on King and John streets, and an adjacent lot having a frontage on the principal street. (Appendix 3, page 21.)

KINGSTON.

MILITARY COLLEGE.

Up to the present time the water required in the various College buildings was carted.

It has been decided to construct an outer room, 30 by 26 feet, in which will be placed a boiler and pump, by which the water necessary for domestic use and for fire protection will be brought from Navy Bay. The service pipes have already been laid. A contract was awarded for these works. (Appendix 3, page 21.)

PENITENTIARY.

Metal roofs have been placed on the blacksmith's shop and on the southern workshop.

A breakwater, 200 by 30 feet, has been constructed, forming a basin 100 by 100 feet, where vessels may be laden and discharged.

The ceiling of the Catholic chapel has been renewed.

A building, 150 by 20 feet, has been constructed for the storage of lumber. (Appendix 3, page 21.)

POST OFFICE.

A new partition, with lock boxes and a circular partition for general delivery have been constructed; changes have been made in the registered letter office. All these works have been done by contract. (Appendix 3, page 21.)

BRANTFORD.

POST OFFICE, ETC.

The work given out by contract in connection with this building has been finished, and the Post Office and offices of the Customs and Inland Revenue have been installed in it. (Appendix 3, page 21.)

WINDSOR.

POST OFFICE, ETC.

This building is completely finished, and the Post Office and offices of the Customs and Inland Revenue have been installed in it. (Appendix 3, page 21.)

ST. CATHERINES.

POST OFFICE, ETC.

The Government has acquired a site in a central position upon which a building will be erected in which will be contained the Post Office and the offices of the Customs and of the Inland Revenue. (Appendix 3, page 22.)

BELLEVILLE.

POST OFFICE, ETC.

The Government has acquired a site in a central position upon which a building will be erected in which will be contained the Post Office and the offices of the Customs and the Inland Revenue. The plans are ready. (Appendix 3, page 22.)

PROVINCE OF QUEBEC.

QUEBEC.

KENT AND ST. LOUIS GATES.

The work on these gates is finished, with the exception of the pointing, which was postponed on account of the frost. (Appendix 3, page 22.)

FORTIFICATIONS.

Extensive repairs to the fortifications have been made during this, and will be continued during the coming year. (Appendix 3, page 22.)

CITADEL.

The tin roofing of the Officers quarters has been replaced by a roofing of galvanized iron. Several changes and necessary repairs in the interior have been made. (Appendix 3, page 22.)

TERRACE EXTENSION.

The construction of walls and piers under the Terrace has been continued. (Appendix 3, page 22.)

MARINE HOSPITAL.

Extensive repairs have been made to this building, including among others the construction of new drains, which was absolutely necessary; the floors have also been renewed. (Appendix 3, page 22.)

CUSTOM HOUSE.

The work of constructing attic rooms beneath the roof of the building, to serve for a lodging for the caretaker and for store-rooms, is being proceeded with. (Appendix 3, page 22.)

CARTRIDGE FACTORY.

Part of the building known as the "Artillery Barracks" has been converted into a cartridge factory. (Appendix 3, page 23.)

LABORATORY, ETC.

The Government has caused to be prepared plans, which have been approved by the military authorities, for changes in and additions to the present laboratory, which is situated on the Plains of Abraham and adjoining the Citadel.

A site has also been selected and plans prepared for a new group of detached buildings which will be surrounded by a suitable fence and be situated between the Laboratory and Tower No. 1. (Appendix 3, page 23.)

LEVIS FORTS.

Plans for general repairs to these forts have been prepared in the Department. (Appendix 3, page 23.)

CHAMPLAIN STREET ROCK.

The dangerous condition of the rock which overhangs Champlain street, below the Citadel, has obliged the Government to purchase the houses situated on the north side of the street, and to demolish them for the purpose of constructing a retaining wall. This work is in course of construction. (Appendix 3, page 23.)

MONTREAL.

INLAND REVENUE OFFICES.

Plans for an addition to the rear of this building, on Custom House square, have been prepared. (Appendix 3, page 23.)

ST. VINCENT DE PAUL PENITENTIARY.

A new wing, 126 by 46 feet, has been erected on the north side; this will contain 132 cells; it is hoped that the work will be completed in the spring of 1882.

Water has been introduced into the residences of the officers of the institution, and supplied to three hydrants outside of the boundary wall.

General repairs have been made. (Appendix 3, page 23.)

THREE RIVERS.

OLD BARRACKS.

The plans of the modifications and repairs necessary for the conversion of this building into Government offices have been prepared. (Appendix 3, page 23.)

ST. JOHN'S.

POST OFFICE, CUSTOM HOUSE, ETC.

The Post Office is now installed in this building.

Tenders have been invited for the furnishing and fitting of the Custom House. (Appendix 3, page 24.)

GROSSE ISLE.

QUARANTINE STATION.

A contract has been entered into for the erection of a hospital which will accommodate eighty invalids. The hospital will be situated on the eastern extremity of the Island. (Appendix 3, page 24.)

PROVINCE OF NEW BRUNSWICK.

DORCHESTER.

GENERAL PENITENTIARY FOR THE MARITIME PROVINCES.

A contract has been entered into for the erection of fifteen semi-detached buildings; these will provide lodgings for the officers and will contain the hospital, the bakery, the laundry, the workshops, the ice-house and the cellars; a contract has also been entered into for the erection of a wing which will contain 200 cells.

The water supply for the Penitentiary proper, and for use in case of fire, is completely organized. The fencing, the sentry-boxes and the guard-room are finished. (Appendix 3, page 24.)

ST. JOHN.

CUSTOM HOUSE.

This building is almost finished, and is occupied. (Appendix 3, page 24.)

POST OFFICE.

This building is almost finished, and is occupied. (Appendix 3, page 24.)

FREDERICTON.

POST OFFICE, ETC.

This building is finished and occupied. (Appendix 3, page 25.)

PROVINCE OF NOVA SCOTIA.

HALIFAX.

GOVERNMENT HOUSE.

Tenders have been invited for the renewing of the roof of this building. (Appendix 3, page 25.)

LUNENBURG.

MARINE HOSPITAL.

This building is finished and occupied. (Appendix 3, page 25.)

PRINCE EDWARD ISLAND.

GOVERNMENT HOUSE AT CHARLOTTETOWN.

Tenders have been invited for the painting of this building and the renewing of the roof. (Appendix 3, page 25.)

PROVINCE OF MANITOBA.

PARLIAMENT BUILDING AND LIEUTENANT GOVERNOR'S RESIDENCE.

Contracts have been awarded for the erection of these two buildings, which will be of brick obtained on the spot, with a facing of white brick and cut stone. The

Italian style of architecture has been adopted, modified so as to meet the exigencies of the climate. (Appendix 3, pages 25, 26.)

IMMIGRANT HOSPITAL.

A contract has been awarded for the erection of this building. (Appendix 3, page 26.)

BRITISH COLUMBIA.

PUBLIC BUILDINGS AT NEW WESTMINSTER.

The Department has caused plans to be prepared for these buildings, in which will be contained the Post Office, the Telegraph, Savings Bank, Inland Revenue and Customs Offices, and those of the Indian Department. (Appendix 3, page 26.)

VICTORIA.

POST OFFICE, ETC.

A contract has been awarded for the reconstruction of the front of this building and for general repairs. (Appendix 3, page 26.)

HARBORS AND RIVERS.

PRINCE EDWARD ISLAND.

COLVILLE BAY.

Fifteen miles from the eastern point of Prince Edward Island and the eastern terminus of the Government railway.

The works on the breakwater was finished in the month of May last. (Appendix 5, page 28.)

ST. PETER'S BAY.

On the north shore of the island, forty-three miles west of the eastern point.

The works at the breakwater and on the beach were finished at the end of the year. (Appendix 5, page 28.)

WOOD ISLAND.

In the County of Queen's, at the southern extremity of the island.

The amount voted by Parliament, at its last session, has been expended in prolonging by 124 feet the breakwater constructed in 1878-79. (Appendix 5, page 28.)

POWNAL.

At the head of Pownal Bay, in the County of Queen's.

The dredge "Prince Edward" has been employed to open a passage from the public wharf to the main channel, and to form a basin to the east of the wharf. The passage and basin have a depth of nine feet of water at low tide. (Appendix 5, page 28.)

HILLSBOROUGH RIVER.

Opposite Charlottetown is the confluence of the Elliott, York and Hillsborough Rivers.

The Hillsborough River is navigable fifteen miles above Charlottetown. But at Carr's Point there was a small shoal which has been removed, the work having been done by the dredge "Prince Arthur." (Appendix 5, page 29.)

NINE MILE CREEK.

At the entrance of Hillsborough Bay.

The dredge "Prince Edward" was employed to open a passage between deep water and the bay, as far as the public wharf, to admit of the entering of vessels at low tide. (Appendix 5, page 29.)

CRAPAUD.

A small harbor at the entrance of the Brocklesby River.

On the 23rd of May last the channel commenced in 1874-75 was continued by the dredge "Prince Edward" as far as the loading wharf at the village. (Appendix 5, page 29.)

MALPEQUE.

Forty miles from West Cape and 90 miles from East Bay on the northern head of the Island.

Sheet piling has been placed at the extremity of the breakwater, and a breastwork of piles, brush and stone, upon a depression of the Royalty Sands, so as to prevent the sea from breaking through between the mainland and the breakwater. (Appendix 5, page 29.)

TIGNISH.

Near the northern extremity of the Island.

The southern breakwater has been repaired and sheet piling placed at the two ends. (Appendix 5, page 29.)

MIMINIGASH.

On the western coast of the Island.

The breakwater to the north of the "Run" having been injured by a storm, it has been repaired.

NOVA SCOTIA.

MAIN-A-DIEU.

A small harbor of refuge in the County of Cape Breton.

A breakwater which will be 250 feet long is being constructed. (Appendix 5, page 29.)

COW BAY.

Thirty miles south-east of Sydney, C.B.

Considerable repairs and additions have been made to the breakwater at this place. (Appendix 5, page 30.)

LITTLE GLACE BAY.

On the eastern coast of Cape Breton.

The deepening of the harbor here situated was continued until the 15th August, 1880, the dredge "St. Lawrence" being used for the purpose. (Appendix 5, page 30.)

GABARUS.

A small cove on the south shore of Gabarus Bay, Cape Breton.

Last year the work of enlarging and deepening, begun in 1873, was continued, to allow of the passage of fishing boats. (Appendix 5, page 30.)

INDIAN ISLANDS BEACH.

These islands are situated on the north side of East Bay, which is a continuation of Bras d'Or, Cape Breton. They are connected by beaches, the longest of which is one mile in length and forms an excellent harbor. A passage has been made through this beach for fishing boats. (Appendix 5, page 30.)

PETIT DE GRAT.

Isle Madame, County of Richmond, C.B.

This is a passage from the Atlantic into St. Peter's Bay and is intersected by a strong beach, through which a channel has been partially opened for fishing boats. The grant voted has been absorbed by these works. (Appendix 5, page 30.)

PORT HOOD.

On the west coast of Cape Breton.

The wharf constructed by the Local Government prior to 1867 is very much exposed and had suffered greatly from storms. The grant voted has been expended in making repairs. (Appendix 5, page 30.)

BURYING ISLAND, CANSO HARBOUR.

This island, which the old Acadians called "l'Isle des Morts," at one time afforded shelter against south-west winds; but it was gradually worn away by the sea until it became a mere shoal.

The Department have replaced it by a breakwater 280 feet in length, which affords to vessels the same shelter formerly afforded by the island. (Appendix 5, page 31.)

ARISAIG.

On the south shore of Northumberland Straits.

$200 has been expended in repairing the breakwater constructed many years ago at this point by the Local Government. (Appendix 5, page 31.)

MERIGONISH.

The harbor of Merigonish is eight miles to the east of Pictou harbor.

In April last a wharf 150 feet in length was finished at French River. (Appendix 5, page 31.)

NEW GLASGOW.

On the East River, eight miles above the harbor of Pictou.

The channel opposite the shipyards has been deepened and improved. (Appendix 5, page 31.)

PICTOU ISLAND.

Eight miles from the entrance to Pictou harbor.

Part of the grant voted has been expended in repairing the wharf at the lower extremity of the Island. (Appendix 5, page 31.)

RIVER JOHN.

It falls into John Bay 12 miles to the north of the Harbour of Pictou.

Work has been continued at the opening up of the channel through the bar at the mouth of the river. (Appendix 5, page 31.)

TATAMAGOUCHE.

The River Tatamagouche falls into the bay of that name on Northumberland Strait.

A channel has been opened through the flats as far as Patterson's Wharf, and the channel of the west branch of the river has been improved as far as Campbell's Mills. (Appendix 5, page 31.)

PARTRIDGE ISLAND RIVER.

In the County of Cumberland, N.S.

The work of straightening and improving the channel of this river has been continued. (Appendix 5, page 32.)

WINDSOR.

In the County of Hants, 45 miles N.W. of Halifax.

On the 15th August, 1880, the works mentioned in last year's Report were completed (removal of mud bank off the railway wharf), and also a 150 feet passage for vessels drawing fifteen feet of water. (Appendix 5, page 32.)

BROOKLYN.

At the head of Liverpool Bay, County of Queen's.

The Department has here built a breakwater which forms a port of refuge; temporary repairs have been made on the slope of this breakwater, which faces the river. (Appendix 5, page 32.)

ANNAPOLIS.

Shire Town of the County of Annapolis.

With the amount placed at its disposal the Department has effected the removal of the reef situated south of the wharf. (Appendix 5, page 32.)

METEGHAN.

Meteghan Cove is situated 30 miles north of Yarmouth.

The breakwater begun in 1874 has been finished. (Appendix 5, page 32.)

NEW BRUNSWICK.

BATHURST.

The Port of Bathurst is 3 miles long and 2 miles wide, and is remarkably safe.

The chief channel is obtructed by three sand banks, from which 13,027 cubic yards were removed during the season of 1880, by means of the dredge "Canada." (Appendix 5, page 32.)

GRAND ANSE.

A small bay on the south side of the Bay of Chaleurs.

A sum of $195.89 has been expended in repairing the flooring of the breakwater. (Appendix 5, page 32.)

SHIPPEGAN.

The grant has been expended in repairing the dam across the West Cove, which had been injured by a storm on the 21st October, 1879. (Appendix 5, page 33.)

HORSESHOE SHOAL, MIRAMICHI.

At the entrance of the Miramichi by the Gulf of St. Lawrence.

During the season of 1880, 15,837 cubic yards of material were removed from this shoal by the dredge "St Lawrence." The work is to be continued for two seasons more. (Appendix 5, page 33.)

RICHIBUCTO.

40 miles north of Shediac.

The breakwater has been repaired. (Appendix 5, page 33.)

BUCTOUCHE.

At the mouth of the river of that name.

By means of the dredge "Canada," 5,445 cubic yards of mud, clay and shells have been removed. (Appendix 5, page 33.)

POINT DU CHENE.

Terminus of the railway, on the Gulf of St. Lawrence.

The work of repairing the railway wharf was begun. At the close of the fiscal year the work was far advanced. (Appendix 5, page 33.)

SACKVILLE.

At the head of the Bay of Fundy.

During the autumn of 1880 the necessary works for strengthening a strip of swamp known as "Ram Pasture Neck," which might have filled up the Harbor of Sackville, were completed. (Appendix 5, page 33.)

HARBOR OF ST. JOHN.

At the end of the year 1880 the breakwater at the entrance of the harbor, which was damaged by the great storm of 1878, underwent repairs. (Appendix 5, page 33.)

OROMOCTO.

The Oromocto shoals, in the River St. John, were a great obstacle to navigation. The Provincial Government expended, prior to 1867, large sums of money in deepening the channel through them, and since that time the Dominion Government has carried on the work.

In 1878-79 a sheer dam was commenced, in order to divert the current on these shoals, and in 1880 an addition of 600 feet was made to it. At the close of the fiscal year this work was almost finished. (Appendix 5, page 34.)

RIVER ST. JOHN.

The work connected with the improvements at Red Rapid, on the Tobique and on the St. John River proper, was continued. (Appendix 5, page 34.)

QUEBEC.

ETANG DU NORD.

At the western extremity of "Grindstone Island," one of the Magdalen Islands.

In consequence of the time required for procuring the necessary timber, it was not until the close of the year that the work of constructing a breakwater, 450 feet in length, for the protection of fishing boats, could be commenced. (Appendix 5, page 34.)

NEW CARLISLE.

Capital town of the County of Bonaventure, north of the Bay of Chaleurs.

The work of constructing a wharf at this place could not be commenced until the 1st June, 1881. (Appendix 5, page 34.)

CARLETON.

In the county of Bonaventure, on the north shore of the Bay of Chaleurs.

At its last Session, Parliament voted a further sum for continuing the work on the pier at this point. (Appendix 5, page 34.)

ESCOUMAINS.

In the County of Saguenay, 24 miles from Tadousac and 68 from Murray Bay.

At the entrance of the channel over 200 rocks, varying from 3 to 15 tons in weight, have been removed, and schooners can now pass without difficulty. (Appendix 5, page 34.)

FISH-DAMS, TADOUSAC.

Tadousac is the capital town of the County of Saguenay.

There is here a fish-breeding establishment, several of the fish passes of which have been raised and repaired. (Appendix 5, page 35.)

ANSE ST. JEAN.

Twenty-four miles from the mouth of the Saguenay River.

The grant voted by Parliament has been expended in completing the pier begun in 1876, by the Local Government, and which is now 366 feet in length. (Appendix 5, page 35.)

ST. ALPHONSE DE BAGOTVILLE.

At the head of Ha! Ha! Bay.

The head of the pier at this place has been strengthened. A few years ago the part next the river was burnt; it has been temporarily repaired, but will have to be rebuilt. (Appendix 5, page 35.)

RIVER SAGUENAY.

In the course of the year rocks have been removed from the channel below Chicoutimi, thus facilitating the passage of vessels up to that locality. (Appendix 5, page 35.)

CHICOUTIMI.

This town is situated at the head of navigation on the Saguenay.

An extension has been made to the pier, thus facilitating the loading of vessels during the period of freshets. (Appendix 5, page 35.)

RIVER DU LOUP (*en bas.*)

108 miles from Quebec, on the south shore of the St. Lawrence.

The pier has undergone repairs. (Appendix 5, page 35.)

RIVER OUELLE.

75 miles from Quebec, on the south shore of the St. Lawrence.

The pier has undergone the repairs mentioned in the report of last year. (Appendix 5, page 35.)

CAP À L'AIGLE.

On the north shore of the St. Lawrence, 3 miles from Murray Bay.

At the close of the year one-half of the pier begun, under contract, by parties representing the municipality, the latter guaranteeing $3,000 for the work, was constructed. (Appendix 5, page 36.)

LES EBOULEMENTS.

Sixty-nine miles from Quebec on the north shore of the St. Lawrence.

The pier at this place has undergone various repairs. (Appendix 5, page 36.)

ISLE AUX COUDRES.

Twelve miles from Baie St. Paul, on the north shore of the St. Lawrence.

In the month of November last, about one-third of a pier, 163 feet in length, had been built at this place, the municipality furnishing $4,000 for the work, and the Government a like sum. (Appendix 5, page 36.)

ST. THOMAS DE MONTMAGNY.

Thirty miles from Quebec, on the south shore of the St. Lawrence.

The work mentioned in the Report of last year has been completed. (Appendix 5, page 36.)

GROSSE ISLE.

This island is situated 29 miles from Quebec, on the St. Lawrence.

The amount voted has been expended in raising and repairing the wharf at the Quarantine station. The work was still going on at the close of the fiscal year. (Appendix 5, page 36.)

SAINTE FAMILLE.

On the Island of Orleans, 17 miles from Quebec.

The work on the blocks and the removal of the boulders in the vicinity of the wharf was continued. A further vote will be necessary in order to connect the blocks with the shore. (Appendix 5, page 36.)

ST. JEAN, ISLAND OF ORLEANS.

On the Island of Orleans, 20 miles from Quebec.

In the month of November last, the work of repairing the pier, rendered necessary by the action of the ice, was finished. (Appendix 5, page 36.)

SAINT LAURENT.

On the Island of Orleans, 15 miles from Quebec.

The wharf has undergone various repairs. (Appendix 5, page 37.)

DUMOINE CHANNEL.

One of the channels of the River St. Lawrence, about 3 miles from Sorel.

Two piers have been constructed in order to hold back the ice at the break-up in the spring. (Appendix 5, page 37.)

RICHELIEU RIVER.

Falls into the St. Lawrence, 45 miles from Montreal.

The work of deepening has been carried on at St. Ours, St. Denis, Belœil and the entrance of the Chambly Canal. (Appendix 5, page 37.)

BERTHIER (*en haut.*)

On the north shore of the St. Lawrence, 45 miles from Montreal.

The grant voted has been expended in deepening, on the Vanasse, Church and Lévêque Shoals, in order to enable vessels to reach the wharf at Berthier. (Appendix 5, page 37.)

RIVER L'ASSOMPTION.

Near the village of Repentigny.

Dredging has been done here in order to deepen the channel, which is navigable only for vessels of light draught. (Appendix 5, page 37.)

BEAUHARNOIS.

Chief town of the county of that name, 20 miles above Montreal, on the south shore of Lake St. Louis.

Dredging was carried on here from the 26th May to the 30th June. (Appendix 5, page 37.)

THE CEDARS.

On the north shore of the St. Lawrence, 30 miles from Montreal.

At the end of the fiscal year, the construction of a wharf was begun for the convenience of steamers navigating the St. Lawrence. (Appendix 5, page 37.)

RIVER A LA GRAISSE (RIGAUD.)

It falls into the Ottawa at a point 15 miles from Rigaud.

The work of dredging has been continued, but is not yet finished. (Appendix 5, page 37.)

RIVER DU NORD.

It falls into the Ottawa at the head of the Lake of Two Mountains.

At the rapids a number of boulders have been removed, giving a channel of 58 feet wide and 4½ feet deep, at low water. (Appendix 5, page 38.)

SALMON RIVER.

This river falls into the Ottawa from the north. The work of dredging has been continued in order to secure a depth of 6 feet at low water. (Appendix 5, page 38.)

ONTARIO.

HAWKESBURY.

In the County of Prescott on the south shore of the Ottawa River.

Dredging has been executed in order to deepen and complete the channel begun near Grant's Point and extending to the wharves of the village. (Appendix 5, page 38.)

GANANOQUE.

On the north shore of the St. Lawrence, 18 miles below Kingston.

A small sum has been expended in deepening the Gananoque River. (Appendix 5, page 38.)

COBOURG.

On Lake Ontario, 72 miles east of Toronto.

One-half of an arm, 150 feet in length, in extension of the western pier, has been constructed. (Appendix 5, page 38.)

TORONTO.

The work of dredging the entrance to the harbor has been continued and 44,623 cubic yards of sand and clay have been removed. (Appendix 5, page 38.)

RONDEAU.

A harbor of refuge on Lake Erie, 140 miles west of Port Colborne.

In order to repair the breaches made in the sand beach on the west side of the entrance to the harbour, a contract was entered into with Messrs. F. B. McNamee & Co., for the construction of 2,000 feet of pile protection work, and at the close of the year one-third of the work had been done. (Appendix 5, page 38.)

PORT ALBERT.

On the east coast of Lake Huron, about nine miles from Goderich.

The basin has been enlarged, and, by means of the dredge "Challenge," 18,706 cubic yards of different material removed. (Appendix 5, page 39.)

KINCARDINE.

The harbor of Kincardine is an artificial basin, situated thirty-one miles north of Goderich.

Messrs. Conlon & Canan have completed the execution of their contract for the removal from the entrance to the harbor of the *detritus* brought in from Lake Huron and for restoring it to its normal depth. (Appendix 5, page 39.)

INVERHURON.

On Lake Huron, seven miles from Kincardine.

The pier has undergone slight repairs. (Appendix 5, page 39.)

BIG BAY.

On Georgian Bay, some fifteen miles from Owen Sound Harbor.

The pier has been extended 117 feet. (Appendix 5, page 39.)

OWEN SOUND.

At the mouth of the River Sydenham, on Georgian Bay.

The work of improving the channel leading to this harbor has been continued. (Appendix 5, page 39.)

MEAFORD.

On Georgian Bay, eighteen miles from Collingwood.

The local authorities having enlarged the harbor in 1880, the dredge "Challenge" has been engaged in deepening the new basin. (Appendix 5, page 39.)

COLLINGWOOD.

On Georgian Bay, in the County of Simcoe.

The work of deepening the entrance channel, the necessity of which was shown in the Report of 1878-79, has been continued. (Appendix 5, page 40.)

LITTLE CURRENT.

Little Current is the passage between Cloche and Great Manitoulin Islands.

The navigation was rendered difficult by rocks impeding the passage. The grant voted has been expended in removing the rocks and in deepening the channel; but the work will have to be continued. (Appendix 5, page 40.)

DES JOACHIMS BRIDGE.

The proposed bridge over these rapids will connect the County of Pontiac, P.Q., with the County of Renfrew, Ontario.

The Government of Ontario, which is to contribute towards this work, having delayed its approval of the plans, the work had not been commenced at the close of the fiscal year. (Appendix 5, page 40.)

SURVEYS AND EXAMINATIONS.

During the fiscal year surveys and examinations were made at various localities in Prince Edward Island, Nova Scotia, New Brunswick, Quebec and Ontario. Reports of these operations have, with a few exceptions, been forwarded to the Department. (Appendix 5, page 40.)

DREDGING.

The dredging plant owned by the Department is as follows:—

IN THE MARITIME PROVINCES.

The hopper dredge "St. Lawrence."
" " "Canada."
The dipper dredge "New Dominion," and 10 scows.
" " "Cape Breton," 7 "
" " "Prince Edward," 3 "
" " "George McKenzie," 3 "

IN THE PROVINCE OF QUEBEC.

The dipper dredge "Queen of Canada," with 2 scows and 1 lifter.
" " "Nipissing," and 2 scows.
The steam tug "Dennis."

IN ONTARIO.

The dipper dredge "Challenge" and 3 scows.
The steam tug "Trudeau."

IN BRITISH COLUMBIA.

An elevator dredge and 4 scows.
The steam tug "Georgie."

The dredges were employed during the fiscal year, in the following localities:—

The "St. Lawrence," at Little Glace Bay, N.S., at the Horse Shoe Shoal, at the entrance to Miramichi, N.S., and East River, N.S.

The dredge removed a total of 41,330 cubic yards of material. (Appendix 5, page 41.)

The "Canada," at River du Loup (*en bas,*) Bathurst, N.B., Pictou, N.S., and Buctouche N.B.

It removed a total of 24,570 cubic yards of material. (Appendix 5, page 42.)

The dredge "New Dominion" was not used this year. The machinery is in good order, but the hull must be renewed. (Appendix 5, page 42.)

The "Cape Breton" was employed at River John, N.S., New Glasgow, N.S., and Tatamagouche, N.S.

It removed a total of 43,120 cubic yards of material. (Appendix 5, page 42.)

The "Prince Edward" was employed at Pownal, Nine Mile Creek, Carr's Point, and Crapaud.

It removed 46,355 cubic yards of material. (Appendix 5, page 43.)

The "George McKenzie" was employed at St. Peter's Canal, C.B., Port Hawkesbury, Ragged Point, N.S., and Mabou, C.B.

It removed a total of 24,730 cubic yards of material.

The assignee of the works of St. Peter's Canal paid to the Department the sum of $13,778.23, for the use of this dredge. (Appendix 5, page 43.)

Dredge No. 1 was lent by the Department of Railways and Canals and employed on the River L'Assomption, the Richelieu River, and the Chambly Canal, P.Q.

It removed a total of 34,340 cubic yards of material. (Appendix 5, page 43.)

The "Queen of Canada" was employed at River à la Graisse, Grant's Point Salmon River, and Beauharnois.

It removed a total of 33,785 cubic yards of material. (Appendix 5, page 44.)

The "Nipissing" was employed at Berthier (*en haut*) and at the close of the fiscal year had removed a total of 21,524 cubic yards of material on the Vanasse, Church, and Levesque Shoals. (Appendix 5, page 44)

The "Challenge" was employed at Meaford and Port Albert.

In the first of these places it removed 39,022 cubic yards, and in the second, 18,706 cubic yards of stone, clay, sand and gravel.

The plant will need various repairs. (Appendix 5, page 45.)

PUBLIC WORKS IN BRITISH COLUMBIA.

During the past fiscal year the works necessary for the improvement of the navigation of the River Naas were commenced, consisting of the removal of trunks of trees and other obstacles. The channel of the Fraser River was also deepened by dredging.

The surveys necessary before the commencement of the works for the improvement of the navigation of the River Skeena were completed.

Mr. Tiedmann, Architect, was instructed by the Government to make the surveys and prepare the plans necessary for the construction of a Customs wharf at Victoria.

The contract awarded to Mr. Spence for the removal of the "Beaver Rock," in Victoria Harbor has been withdrawn from him, and the Department is having the work continued under the superintendence of Mr. Thomas Reece. An expenditure of about $750 will now suffice to give a depth over the whole of that reef of 12 feet 6 inches of water.

The repairs to the Post Office were finished, partly under a contract entered into with the Department and partly by day's work. The expenditure was kept within the limits of the amount voted. (Appendix 6, pages 59–78.)

SLIDES AND BOOMS.

The Government Slides were constructed to facilitate the floating of timber in places where nature offered obstacles to navigation.

The districts where the cutting of timber is carried on, and where the Government has caused works to be constructed, are situated on the Rivers Saguenay, St. Maurice, Ottawa and Trent, on Georgian Bay and on some tributary rivers.

RIVER SAGUENAY.

The works on this river consist of one slide 5,840 feet in length, with a boom of 1,344 feet, and dams, piers and bulkhead. The slide was constructed to avoid the Rapids between Lake St. John and the River Saguenay.

The works extend over a distance of about 60 miles and are constructed on La Petite Décharge, the lesser of the two overflowing streams from Lake St. John. They were commenced in 1856 and completed in 1860.

Of the slide 570 feet have been re-constructed, and to 4,390 feet considerable repairs have been made.

In addition various other repairs have been made and works of maintenance done. (Appendix 7, page 79.)

RIVER ST. MAURICE.

The slides and booms on this river and the Vermilion, one of its tributaries, are met in the order following :—

Stations.	Distance from Three Rivers.
Booms at mouth of river	0 miles.
Grès Falls	16 "
Shawenegan Falls	23 "
Grand' Mère Falls	29 "
Little Piles Falls	31½ "
La Tuque Falls	100 "
Plamondon Eddy	106 "
River Vermilion :—	
Mouth of river	116 "
Iroquois Falls	121 "

The water was very low last spring in the River St. Maurice and its tributaries, and of 300,000 logs got out during last year, only 60,000 could be brought down.

The pay of the staff and the cost of maintenance amounted to $14,699.14 during the year.

A sum of $5,481.14 was placed at the disposal of the Superintendent to meet outlay for repairs. Of that grant a sum of $283.32 remains available.

The several works were not seriously damaged last spring. (Appendix 8, page 81.)

THE OTTAWA DISTRICT.

For the descent of timber in this district the Government works are situated on the following rivers:—

On the Ottawa	11	stations.
" Gatineau	1	"
" Madawaska	15	"
" Coulonge	2	"
" Black	1	"
" Petewawa	31	"
" River du Moine	12	"

The following is a table of distances from Ste. Anne's Lock at the outlet of the River Ottawa to the mouths of its principal tributaries; also to the stations where slides or other works have been constructed.

Places.	Distance from Ste. Anne.	
Carillon	27	miles.
Grenville	40	"
Nation River	63	"
River du Lièvre	79	"
" Gatineau	96	"
Chaudière Falls	98	"
Little Chaudière	100	"
Remous	102	"
Lake Deschènes	105	"
River Quio	129	"
Chats Station	131	"
Head of Chats	134	"
River Mississippi	134	"
" Madawaska	136	"
" Bonnechère	148	"
Les Chenaux	152	"
Portage-du-Fort	156	"
Mountain Station	161	"
Calumet	163	"
River Coulonge	184	"
" Black	193	"
" Snake	204	"
" Petewawa	218	"
Des Joachims	236	"

Places.	Distance from Ste. Anne.
River du Moine	244 miles.
Rocher Capitaine	253 "
Deux Rivières	266 "
River Mattawan	286 "
" Antoine	293 "
" Beauchêne	315 "
" Porc-Epic	326 "
" Grand Opemiconne	333 "
" Keepawa	349 "
" Montreal	355 "
Fort Temiscamingue	367 "
River Ottertail	381 "
" Blanche	386 "
" des Quinze	389 "

RIVER OTTAWA.

List of slide and boom stations on the River Ottawa.

The distances given are measured on the latest maps, following the channel by which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa at Ste. Anne.
1. Carillon	27 miles.
2. Chaudière { North side, Hull, / South side, Ottawa. }	98 "
3. Chaudière (Little)	100 "
4. Remous	102 "
5. Deschênes Rapids	104¾ "
6. Chats Station	131 "
7. Head of Chats	134 "
8. Chenaux	152 "
9. Portage-du-Fort	156 "
10. Mountain	161 "
11. Calumet	163 "
12. Joachims Rapids	249 "
13. Rocher Capitaine	253 "

The works of these thirteen stations consist of:—

2,000 lineal feet of canal.
4,234 " " slides.
29,855 " " booms.

8,665 lineal feet of dams.
405 " " bulkheads.
1,981 " " bridges.
52 piers.
4 slide-keepers' houses.
3 storehouses.

The following works were executed during the fiscal year ended 30th June last.

Considerable repairs were made to the slides and booms at Hull and the Chaudière. The wood work and the cables of Union Bridge received two coats of paint.

At Rocher Capitaine the damage done to the booms and piers by the high water in the spring was repaired.

At the Chats slides, general repairs.

At the Chenaux station the booms, which the pressure of the timber had considerably injured, were strengthened.

At the Calumet station the works suffered considerably and the foundations had to be strengthened.

At the Mountain station considerable repairs were made.

At the Joachims station the flooring and piers were repaired.

At the Portage-du-Fort station the guide boom was renewed. (Appendix 9, pages 83 and 84.)

RIVER GATINEAU.

The River Gatineau flows from the north, and discharges into the Ottawa at a point about 96 miles above the junction of that river with the St. Lawrence at Ste. Anne, and 2 miles below the City of Ottawa. The length of the Gatineau is about 400 miles, and it drains an area of about 9,000 square miles.

The Government works are all situated at one station, about a mile from its confluence with the Ottawa. They consist of:—

3,071 lineal feet of canal.
4,133 " " booms.
150 " " bridge.
10 piers.
1 boom-men's house.
1 storehouse.

A fence has been built between the Government property near the pond and that belonging to the Reverend Oblats Fathers.

The pier of the bridge over the new canal has been strengthened and the booms anchored. (Appendix 9, page 84.)

RIVER MADAWASKA.

The River Madawaska is 240 miles long. It waters an area of about 4,100 square miles and discharges into the River Ottawa 136 miles above Ste. Anne.

List of the slide and boom stations on the Madawaska, numbered from the mouth of the river upwards:—

1. Mouth of river.
2. Arnprior.
3. Flat Rapids.
4. Bulmer's Island.
5. Burnstown.
6. Long Rapids.
7. Springtown.
8. Calabogie Lake.
9. High Falls.
10. Ragged Chute.
11. Boniface Rapids.
12. Duck Island.
13. Bailey's Chute.
14. Chain Rapids.
15. Opeongo Creek.

The works at these stations consist of:—

1,750 lineal feet of slides.
18,179 " " booms.
4,080 " " dams.
182 " " bridges.
43 piers.
1 storehouse.

The channels through which the timber passes have been widened and deepened.

RIVER COULONGE.

The river waters an area of 1,800 square miles, and its length is 160 miles. I discharges into the River Ottawa, 184 miles above Ste. Anne, on the north shore.

The following is a list of the Government works on the river:—

Boom at mouth.....	300	feet long and	1	support pier.
Booms at Romain's rafting ground .	400	"	3	"
Booms at head of High Falls' Slide...	1,848	"	6	"
Single Stick Slide.....	2,900	"		

In the month of May, 1880, the High Falls slide was considerably damaged. Repairs were then made provisionally, and these were completed last winter. (Appendix 9, page 84.)

BLACK RIVER.

This river empties into the Ottawa at a point 193 miles above Ste. Anne. Its length is 128 miles, and the area which is watered by it is about 1,120 square miles.

The works consist of:

1,139	lineal feet	of single stick boom.
873	"	slide.
346	"	glance pier.
135	"	flat dam.

The slide which, having a very sharp decline, is greatly damaged by the timber which passes over it with very great rapidity, was repaired. (Appendix 9, page 84.)

RIVER PETEWAWA.

The length of the Petewawa is about 138 miles, and the area of the territory watered by it is 2,200 square miles.

It flows from the south and discharges into the Ottawa, 219 miles above Ste. Anne. Seven miles from its mouth it separates into two branches. On these seven miles there are five stations; on the north branch 19 stations. All the works on the south branch were abandoned in accordance with the Order in Council, dated 27th July, 1871.

List of the slides and booms on this river, in the order in which they occur from the mouth upwards:—

1. Mouth of the River.
2. First Chute.
3. Second Chute.
4. Third Chute.
5. Bois Dur.

NORTH BRANCH.

1. Half Mile Rapid.
2. Crooked Chute.
3. Between High Falls and Lake Traverse (a slide and series of dams and booms.)
4. Thompson's Rapids.
5. Lake Traverse Slides.
6. Sawyer's Rapids.
7. Meno Rapids.
8. Below Trout Lake.

9. Strong Eddy.
10. Cedar Islands.
11. Foot of Devil's Chute.
12. Devil's Chute.
13. Elbow of Rapids.
14. Foot of Long Sault.
15. Middle of Long Sault.
16. Head of Long Sault.
17. Between Long Sault and Cedar Lake (south shore.)
18. Between Long Sault and Cedar Lake (north shore.)
19. Cedar Lake.

The works at these 24 stations are as follows :—

ON THE MAIN RIVER.

2,963 lineal feet of slides.
8,469 " " booms,
2,077 " " dams.
10 piers.

ON THE NORTH BRANCH.

1,080 lineal feet of slides.
2,671 " " booms.
1,131 " " dams.
23 piers.

During the year the boom piers at the mouth of the river were strengthened and repaired.

The slide at Bois Dur Station was repaired.

Considerable repairs were made to the works situated between Crooked Chute and Cedar Lake. (Appendix 9, page 84.)

RIVER DU MOINE.

The length of this river is about 120 miles, and it waters to the north an area of about 1,600 square miles. It flows into the River Ottawa at a point about 256 miles above Ste. Anne.

The works on this river are: a pier and a boom at the mouth, a single stick slide and a series of dams from the mouth upwards. These works may be detailed as follows:—

4,000 lineal feet of slides,
800 " " booms,
1,324 " " dams, and
6 piers.

Repairs have been made to the long slide at High Falls and to the dams at Ryan's Chutes Nos. 1 and 2. (Appendix 9, page 84.)

TRENT RIVER NAVIGATION.

The booms, piers and slides and all such portions of the works as are connected with the lumbering operations on the River Trent at Chisholm's Rapids, Ranney's Falls, Middle Falls, and Crook's Rapids, were transferred to a company formed purposely for the management and maintenance of those works, with the right of levying tolls thereon, at the rate of five shillings per crib, at each of the slides, except at Chisholm's and at Crook's Rapids, where the works constructed do not facilitate the descent of timber.

This rate was altered by an Order in Council, on the 8th of December, 1866, fixing the tolls to be levied at Ranney's Falls, Middle Falls, and Heely's Falls, at one cent for each log of 13 feet in length, and a proportionate sum on pieces of greater length; and one dollar on each crib of square timber.

The company are not liable for the renewal of the works, in case of their failure from decay of materials, or their destruction by fire, flood or any other cause. It is their duty to keep an exact account of all the moneys collected by them, and to transmit the same to the Minister of Public Works, as provided by the Orders in Council passed on the subject.

The extraordinary repairs which from time to time were required have been executed at the expense of the Government, as also new works at localities other than those mentioned.

The following table gives the distances of navigable and unnavigable reaches:—

	Navigable.	Unnavigable.
From Trenton, Bay of Quinté, to Nine Mile Rapids		9
" Nine Mile Rapids to Percy Landing	19½	
" Percy's Landing to Heely's Falls Dam		14¼
" Heely's Falls Dam to Peterboro	51¾	
" Peterboro to Lakefield		9½
" Lakefield to Burleigh	12	
" Burleigh Rapids		1
" Burleigh Rapids to Buckhorn Rapids	7	
" Buckhorn Rapids		1
" Buckhorn Dam to Lindsay	36¼	
	126½	34¾
" Lindsay to Port Perry at the head of Lake Scugog.	28¾	
	155¼	34¾
Total distance, Bay of Quinté to Port Perry	190 miles.	
Passing to Fenelon Falls the distance from Buckhorn Dam to Fenelon is		31½

The following is a list of the works now in use:—

	Distance from Trenton in miles.
Chisholm's Rapids.	
The works here consist of a canal and lock, a dam and slide	151½
Percy Landing.	
A retaining boom for saw logs here	281½
Campbellford.	
Guide booms	343¾
Middle Falls.	
The works consist of 4 dams and 2 slides	373¾
Crow Bay.	
A retaining boom	38
Heely's Falls.	
A dam and one slide are in operation here	423¾
Crook's Rapids, Hastings.	
The works consist of a lock, dam and slide for timber	345⅝
Whitlaw's Rapids.	
These works, situated below Peterboro, consist of a lock, dam and canal	927⅞
Little Lake.	
These works consist of three piers and a boom	94
Burleigh.	
Timber slides	116
Buckhorn Rapids.	
This dam is important, in keeping to a high level the water of the lakes west of it as far as Bobcaygeon, including Lakes Pigeon, Ball, Buckhorn and Chemong. The dam is effective	125
Bobcaygeon.	
There are two dams here with canal, lock and slide. The dams keep up the water to the same level as far as Fenelon Falls, and to the reach as far as Lindsay Lock	1403¾
Fenelon Falls.	
A large slide and booms	1553¾

In accordance with the terms of the Act 47 Vic., Chap 7, the canals and locks in the District of Newcastle are now under the control of the Department of Railways and Canals; whereas the slides, dams and booms remain under the control of the Department of Public Works.

The following repairs have been effected at the various stations:—

At Fenelon Falls the planking of the slide has been renewed.

The following repairs are now necessary:—

1. Raising by three layers the walls of the slide. 2. Prolonging the range of piers, upwards beyond the slides, to a distance sufficient to guide with certainty the logs into the entrance of the slide.

A commencement has been made towards removing the obstructions in the Scugog River, and a lighthouse has been erected at its mouth.

At Lindsay, on the Scugog River, a fish-leap has been built at the request of the Department of Marine and Fisheries.

At Bobcaygeon, it is a matter of urgent necessity to remove the obstructions found in the river at those points where it intersects the canal, inasmuch as the ten or twelve steamboats running on Sturgeon Lake find it difficult to enter the canal.

At Buckhorn the slide is in want of repairs in various directions, and the time has come for renewing the boom.

At Burleigh, the dam, the slide, and the waste-weir required considerable repairs.

At Lakefield, the channel has been cleaned out, by the employment of a lifting barge, and in this way a depth of water of 4 feet 8 inches has been obtained. The slide at this station belongs to private parties and is very badly kept up, to the injury of the public.

Peterborough is situate 52 miles from Heely's Falls, and on this stretch six steamboats are constantly running. Above the falls is one series of rapids as far as Lakefield, and on these rapids there are sawmills whose refuse is filling up the above mentioned navigable section. This abuse has given rise to complaints for several years past, and the resident engineer has received instructions to make a report on the subject.

At Little Lake, the boom and piers have undergone some repairs. Little Lake is situate one mile from Peterborough, and the saw-mill refuse will finally choke it up if a dredge is not sent to dig out a channel.

At Whitlaw's Rapids, a new waste-weir has been built and certain repairs effected at the request of the signers of the petition No. 84,294, addressed to this Department. The obstructions or banks known as "Yankee Bonnet," "Dangerfield," and "Robin-

son's Island," have been removed. Thanks to this work there are now four more inches of water on the sill of the lock at Whitlaw's Rapids.

At Hastings, the Department has had built a cofferdam on Flat Rock, raised 600 cubic yards of stone from the bed of the river, cleaned out the channel below the locks, and repaired the slide.

At Heely's Falls the slide requires considerable repairs. It has not been repaired for many years.

The resident engineer recommends that the Department should undertake the necessary repairs at "Middle Falls," and "Chisholm's Rapids," two stations too much neglected by the Trent Slides Committee. (Appendix 19, pages 143–147.)

TELEGRAPH AND SIGNAL SERVICE.

BRITISH COLUMBIA.

Since the 1st January, 1881, the Government has been in possession of 430 miles of telegraphic lines and of 16 knots of sub-marine cables purchased from the "Western Union Telegraph Company." This purchase has given a three-fold advantage :—1st. The Government has no longer to pay the subsidy of $4,000 to the Company, nor the annual sum of $2,500 for the maintenance of the line which traverses Washington Territory, nor, lastly, a sum of nearly $6,000 per annum for the maintenance and repairs of the six sub-marine cables *vid* St. Juan Island.

2nd. The same Company pays $1,200 per annum for services rendered at the Relay Station of New Westminster, and collects all the receipts at the Victoria Station, representing about $1,000 per annum.

3rd. The Government and the public profit by a reduction of about $5,000 on the charge for despatches.

In British Columbia there are now about 676 miles of telegraphic lines and 36 knots of double sub-marine cables. (Appendix 10, page 88.)

The receipts from these lines and cables which in 1878-79 amounted to only $5,320, will, in 1881-82, probably reach $18,000 or $20,000. (Appendix 10, page 88.)

GULF OF ST. LAWRENCE.

The sub-marine cables between the Island of Anticosti and the Coast of Gaspé, and the Magdalen Islands and Cape Breton have worked very well. The Bird Rock cable has three times suffered damage and been repaired, and a very stout cable is kept in reserve for any injury which may henceforth arise.

During the year a line of 214 miles on the Island of Anticosti has been completed, a line of 84 miles on the Magdalen Islands, and further a cable of 9 miles in length, between Etang-du-Nord and House Harbor. All these works have cost 12½ per cent. less than the estimated expenditure. (Appendix 10, page 89.)

The Honorable Mr. Fortin, who asked for the creation of this telegraphic system, suggests that it should be extended on the north shore as far as Forteau Bay, in the Straits of Belle Isle, or rather as far as Pointe Amour, situate on the east side of the bay, and upon which is a lighthouse and alarm whistle. This recommendation is suggested by the fact that steamships and sailing vessels which frequent the River St. Lawrence all pass through the Straits of Belle Isle. Forteau Bay, which is always accessible, will also be included in the telegraphic system of Canada and the United States which will be an inestimable benefit for the fishing boats which frequent the desolate north shore. Moreover, since steam vessels make the passage from Moville, in Ireland, to Forteau Bay in five days, this would consequently be the shortest way to transmit to Canada, by steamship, the news from Europe, which would give an incontestible superiority to the Canadian lines, and would be of enormous advantage to our fishing stations.

The Honorable Mr. Fortin further recommends that the telegraphic system be extended to the shores of our great lakes by means of telegraph and signal stations. These recommendations are warmly supported by the representatives of the principal Marine Assurance Companies, by the Boards of Trade of Montreal, Quebec and Lévis, by General Hazen, Director General of the Signal Service in the army of the United States and by the Consul for Sweden and Norway at Quebec. Norway and Sweden possess a similar system very complete in its organization. (Appendices 10, page 89; 11, page 105; 12, pages 106-121, and 23, page 157.)

NORTH SHORE, RIVER ST. LAWRENCE.

Baie St. Paul has been connected with Chicoutimi by a telegraphic line 92 miles long, and Murray Bay with Mille Vaches by a line of 84 miles. The Saguenay river is crossed by a cable of special construction, being one knot in length. (Appendix 10, page 89.)

NOVA SCOTIA.

The telegraphic lines in operation on the coasts of Nova Scotia now make up a length of 339 miles. (Appendix 10, page 89.)

BAY OF FUNDY.

The submarine cable between Grand Manan and Campobello has been repaired. It had been cut a mile from the shore, probably by the anchor of some vessel. The cable which unites Campobello to Eastport, and which corrosion or contact with rocks containing veins of copper had damaged, has been repaired. Lastly, a line 24 miles in length has been constructed on the Island.

SIGNAL SERVICE.

Two very simple semaphores have been erected, the one on the Brandy Pots and the other at River du Loup (*en bas*). They are visible at a distance of from seven to eight nautical miles. In this way the problem of how to establish communication by means of signals between the lighthouses on the islands in sight of the eastern coast of Nova Scotia and the telegraph stations erected between Canso and Halifax, has been solved.

The code of signals mentioned in the Report of last year has been sent to twenty stations in the River and Gulf of St. Lawrence. (Appendix 10, page 89.)

TELEPHONES.

It will soon be possible to employ the telephone with its most recent improvements throughout the public service. (Appendix 10, page 90.)

QUEBEC HARBOR IMPROVEMENTS.

The sum paid to the contractors for these works, Messrs. Peters, Moore & Wright, has now reached $653,621.69.

During the last fiscal year the piling and crib-work, as well as the concreting of the wet dock wall have been done. The masonry has been finished up to the level of the superstructure, and the dredges have raised 200,000 cubic yards of material from the channels of the tidal basin.

About the middle of October, 1881, the 1,500 foot wharf was completed, only 17 months have been occupied in working at this enormous structure. The first portion of this great work has been almost perfected. (Appendix 13, pages 122, 124.)

GRAVING DOCK AT ST. JOSEPH DE LEVIS.

Parliament voted $500,000 for the construction of this dock. This sum has been expended, saving a balance of $62,393.08. Nothing more remains to be done except the extra works at the entry, considered necessary, and the placing in position of the boilers and the travelling caisson.

In the Resident Engineer's Report will be found the particulars of the work done and the sums paid out during the last fiscal year. (Appendix 13, pages 124 and 125.)

OPERATIONS OF THE LIFTING BARGE, HARBOR OF QUEBEC.

On the 24th May the barge resumed work. It proceeded in the first place to the shoal called "Fly Bank," in order to continue the lifting of rocks impeding navigation. It has raised 96 rocks, representing a total weight of 19 tons. Adding these figures to the number and weight of the rocks lifted during the past year, from the same place, there results a total of 610 rocks, representing a weight of 1,957 tons.

The services of the barge have been twice required, in order to assist vessels which could not weigh their anchors. In both these instances it was ascertained that these vessels had dropped anchor upon a nest of chains and anchors, which must be raised in order to prevent similar accidents.

A similar nest has been found near the western point of the Island of Orleans. As in the past, bits of copper have been found attached to the surface of the rocks when raised, which is an additional proof that vessels have touched these rocks.

The Harbour Commissioners recommend that the Government should obtain a vote of twelve thousand dollars ($12,000) in order to repair the barge, and continue these clearing out operations energetically. (Appendix 14, pages 129–131.)

DEEPENING CHANNEL BETWEEN QUEBEC AND MONTREAL.

By the Act 36 Vic., chap. 60 (1873),and by Order in Council 31st May, 1873, the Montreal Harbor Commission was authorized to carry out this work. The ship channel is being dredged in order to give it a depth of 25 feet. The places where the heaviest work has been done are:—Cape Charles and Cape Roche, where rock dredging is engaged in; Point Champlain, on Lake St. Peter; Contrecœur and Montreal, where the dredging is in earth and mud. The gross amount of dredging everywhere represents a total of 1,220,937 cubic yards for the last fiscal year.

The accounts for expenditure made by the Harbor Commission for all these works are only made up on the 31st December of each year. (Appendix 15, pages 135–137.)

At the request of this Department, the Montreal Harbor Commissioners have had prepared by the Engineer in Chief a Report showing the present condition of the ship channel between Montreal and Quebec, the probable cost of completing the works which remain unfinished, and the state in which the fleet of dredges, the dredging plant, the workshops, &c., are now to be found. (Appendix 16, pages 138–139.

ROADS.

During the fiscal year the culverts and bridges of the Temiscouata Road were renewed and repairs effected on various portions of this road. This highway, 67 miles in length, reaches from River-du-Loup, on the River St. Lawrence, as far as the boundary line between the Provinces of New Brunswick and Quebec, and serves as a direct outlet for the country lying between Woodstock, N.B., and River-du-Loup, on the River St. Lawrence. The traffic over this route is considerable, especially during the winter. (Appendix 18, page 141.)

PURCHASES, SALES AND LEASES.

Appendix 20 (pages 148–150) contains a statement of the sales and purchases made by the Department during the last fiscal year, and a statement of the leases entered into with various individuals.

ARBITRATIONS.

During the fiscal year two claims only were referred to the official arbitrators. (Appendix 21, pages 151–152.)

BREAKWATERS ON THE GASPÉ COAST.

The Honorable Dr. Fortin recommends the construction of breakwaters at various points on the coast of Gaspé, with the view of facilitating the working of our sea fisheries and so increasing their production. (Appendix 22, page 153.)

OPENING AND CLOSING OF NAVIGATION.

Appendix 24 (pages 160–161) gives the dates of the closing of navigation at the most important ports of the Dominion, and shows the depth of water at low tide at those ports.

THE DEPARTMENTAL STAFF.

Appendix No. 25 (page 162) gives a list of persons who filled, in the Department, from the 1st July, 1867, to the 30th June, 1881, the offices of Minister, Deputy Minister, Secretary, Chief Engineer, and Chief Architect.

Respectfully submitted,

HECTOR L. LANGEVIN,
Minister of Public Works.

OTTAWA, 17th January, 1882.

DOMINION OF CANADA.

REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1881.

APPENDICES.

APPENDIX No. 1.

STATEMENT showing the amount Expended by the Department of Public Works Dominion of Canada, during Fiscal Year ended 30th June, 1881.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Generally	14,966 31			14,966 31
Nova Scotia.				
Halifax Dominion Building	363 37	537 20		900 57
do Penitentiary		410 50		410 50
do Quarantine Station (Lawlor's Island)	327 70	463 86		791 56
Lunenburg Marine Hospital	2,883 30			2,883 30
Pictou Custom House		1,075 22		1,075 22
Sydney Quarantine Hospital	30 50			30 50
Yarmouth Quarantine Station		20 00		20 00
Prince Edward Island.				
Charlottetown Dominion Building		1,424 47		1,424 47
do Marine Hospital	1,800 00			1,800 00
New Brunswick.				
Chatham Custom House		528 63		528 63
Dorchester Penitentiary	73,274 17			73,274 17
Fredericton Magazine		133 79		133 79
do Post Office	6,070 64			6,070 64
Partridge Island Marine Hospital	1,372 50			1,372 50
St. John Custom House	58,415 77			58,415 77
do Penitentiary		1,321 16		1,321 16
do Post Office	47,477 71			47,477 71
do do (old)		30 25		30 25
do Savings Bank	2,896 72			2,896 72
Woodstock Post Office	4,636 00			4,636 00
Quebec.				
Grosse Isle Quarantine Station	2,554 13			2,554 13
Montreal Custom House		5,389 58		5,389 58
do Examining Warehouse		2,214 82		2,214 82
do Immigrant Sheds		75 00		75 00
do Inland Revenue Offices	576 79	3 94		580 73
do Post Office		3,100 50		3,100 50
do Public Buildings		38 75		38 75
Quebec Artillery Barracks	1,649 74			1,649 74
do Citadel (repairs to roof)		2,831 00		2,831 00
do do "Cliff"	26,727 54			26,727 54
do Citadel Buildings		7,145 01		7,145 01
do Custom House	626 88	698 25		1,325 13
do Drill Shed		32 00		32 00
do Durham Terrace Extension	14,101 50			14,101 50
do Marine Hospital	2,038 90	163 00		2,201 90
do Military Buildings		901 00		901 00
do Post Office		4,767 92		4,767 92
do Public Buildings		336 00		336 00
do Weights and Measures Offices		316 30		316 30

APPENDIX No. 1—*Continued.*

Name of Work.	Construction.	Repairs.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.
Quebec.				
Quebec and Lévis Fortifications	39,814 70			39,814 70
Sherbrooke Post Office, etc	8,588 75			8,588 75
St. Helen's Island Magazine		110 50		110 50
St. John's Post Office, &c	3,774 23			3,774 23
St. Vincent de Paul Penitentiary	15,437 45			15,437 45
Three Rivers Custom House		225 99		225 99
do Old Barracks	3,138 34			3,138 34
Ontario.				
Belleville Public Buildings	5,637 31			5,637 31
Brantford Post Office, &c	10,557 94	375 50		10,933 44
Guelph Custom House, &c		298 68		298 68
Hamilton Custom House		747 32		747 32
do Post Office	25 19	635 26		660 45
Kingston Custom House		292 34		292 34
do Fortifications	6,706 24			6,706 24
do Military College	6,016 41			6,016 41
do Penitentiary	14,109 11			14,109 11
do Post Office		657 68		657 68
do Public Buildings		122 20		122 20
London Custom House		449 15		449 15
do Post Office		1,612 80		1,612 80
Niagara Barrack Buildings		913 20		913 20
Ottawa Drill Shed	3,442 73	1,727 28		5,170 01
do Geological Museum	39,240 51			39,240 51
do Post Office	5,042 06	200 00		5,242 06
do Public Buildings	12,231 86	72,740 02		84,971 88
do do Gas			17,763 00	17,763 00
do do Grounds			3,998 06	3,998 06
do do Heating			36,038 25	36,038 25
do do Removal of snow			921 22	921 22
do do Water			9,000 00	9,000 00
do Supreme Court	7 53			7 53
Port Robinson Inland Revenue Offices		69 53		69 53
Prescott, Fort Wellington Barracks		446 50		446 50
Rideau Hall		15,439 50		15,439 50
do Fuel and light			9,012 10	9,012 10
St. Catharines Post Office	6,090 35			6,090 35
Toronto Custom House		935 53		935 53
do Drill Shed		124 15		124 15
do Examining Warehouse		1,434 61		1,434 61
do Immigrant Sheds		135 00		135 00
do Post Office		974 92		974 92
do Public Buildings		191 69		191 69
Windsor Post Office	19,522 61			19,522 61
Manitoba.				
Fort Osborne Barracks		190 00		190 00
Manitoba Public Buildings		45 00		45 00
Stoney Mountain Penitentiary	10,314 72	1,090 55		11,405 27
Winnipeg, Clerk of Works and Architect's Office		498 25		498 25
do Custom House, &c		1,182 65		1,182 65
do Immigrant Shed and Hospital	7,461 61			7,461 61
do Lieut.-Governor's Residence	746 79	*4,000 00		4,746 79
do Parliament Building	2,543 93			2,543 93

* Rental.

APPENDIX No. 1—*Continued.*

Name of Work.	Construction.	Repairs.	Staff and Maintenance.	Tota
PUBLIC BUILDINGS—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
North-West Territories.				
Battleford Buildings	11,578 16			11,578 16
British Columbia.				
New Westminster Custom House		34 62		34 62
do Penitentiary	5,678 90			5,678 90
Victoria Custom House	13 50	27 82		41 32
do Post Office	9,540 37	27 32		9,567 69
do Public Buildings		20 00		20 00
HARBORS AND BREAKWATERS.				
Nova Scotia.				
Annapolis Harbor	750 00			750 00
Arisaig Pier		200 00		200 00
Burying Island, Canso Harbor	5,000 00			5,000 00
Cow Bay Breakwater	17,780 36	75 09		17,855 45
Digby Pier		188 57		188 57
Gabarus	1,100 00	75 00		1,175 00
Indian Island Beach	1,096 45			1,096 45
Ingonish South		608 00		608 00
Liverpool (Brooklyn) Breakwater		263 84		263 84
Main-à-Dieu Breakwater	66 10			66 10
Merigomish Pier	1,065 60			1,065 60
Metaghan Breakwater	37 79			37 79
Oak Point (now Kingsport)		1 50		1 50
Partridge Island River	2,000 00			2,000 00
Petit de Grat	1,007 30			1,007 30
Pictou Island	745 49			745 49
Port Hood Pier	3,000 00			3,000 00
Prince Edward Island.				
Colville Bay (Souris)	12,948 39			12,948 39
Malpeque Breakwater	1,400 00			1,400 00
Miminigash Breakwater	998 77			998 77
New London Breakwater		57 10		57 10
St. Peter's Bay Breakwater	2,195 35			2,195 35
Tignish Harbour	2,997 03			2,997 03
Wood Islands	35 21			35 21
New Brunswick.				
Grande Anse		195 89		195 89
Pointe du Chêne Breakwater	273 21			273 21
Richibucto Harbor	1,200 00			1,200 00
Rocher Bay		10 00		10 00
Sackville Harbor	750 00			750 00
Shippegan Harbor	2,000 00			2,000 00
St. John Harbor	2,222 78			2,222 78
do River	4,099 14			4,099 14
Tobique River	1,000 00			1,000 00

APPENDIX No. 1—*Continued.*

Name of Work.	Construction.	Repairs.	Staff and Maintenance.	Total.
HARBORS AND BREAKWATERS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.
Maritime Provinces.				
Harbors and Rivers generally		7,993 03		7,993 03
Quebec.				
Anse St. Jean Pier	1,500 07			1,500 07
Bagotville	3,897 70			3,897 70
Baie St. Paul		13 00		13 00
Berthier (*en haut*) River	3,000 00			3,000 00
Cap à l'Aigle Pier	1,653 25			1,653 25
Carleton Pier	1,137 91			1,137 91
Cedars Pier		1,047 39		1,047 39
Chenal du Moine Pier	1,927 97			1,927 97
Chicoutimi Pier	1,999 91			1,999 91
Eboulements Pier		1,028 68		1,028 68
Escoumains, removal of boulders	1,189 80			1,189 80
Etang du Nord, Magdalen Islands	1,165 11			1,165 11
Grosse Isle Harbor	6,645 14			6,645 14
Harbors, &c., generally		1,349 09		1,349 09
Isle aux Coudres Pier	1,683 50			1,683 50
L'Islet Pier		50 82		50 82
Montreal Harbor		146 00		146 00
Piers below Quebec		3,078 04		3,078 04
Piers and Booms, Belœil		52 00	82 05	134 05
Quebec Harbor		46 50		46 50
Rivière du Lièvre	3,604 98			3,604 98
Rivière du Loup Pier		1,341 63		1,341 63
Rivière Ouelle Pier		2,444 09		2,444 09
River St. Lawrence	268 39			268 39
do removal of chains and anchors		7,885 84		7,885 84
St. Dominique Pier	1,925 99			1,925 99
Ste. Famille Pier	2,365 56	465 16		2,830 72
St. Jean-Port-Joli Pier		10 00		10 00
St. Jean (Isle d'Orleans) Pier		470 93		470 93
St. Laurent do do		456 82		456 82
St. Thomas (Montmagny) do	3,639 35	104 52		3,743 87
Tadousac Fish-hatching Dams	582 14			582 14
Ontario.				
Big Bay, Lake Huron	500 00			500 00
Cobourg Harbor	4,301 06			4,301 06
Collingwood Harbor	7,990 00			7,990 00
Des Joachims Rapids Bridge	750 69			750 69
Harbours, &c., generally	4,336 90			4,336 90
Kincardine Harbor	6,009 25			6,009 25
Little Currrent, Lake Huron	4,816 22			4,816 22
Morpeth Harbor	421 80			421 80
Otonabee River	1,105 86			1,105 86
Owen Sound Harbor	6,929 98			6,929 98
Port Albert Harbor, Lake Huron	2,480 96			2,480 96
Rondeau Harbor	5,069 96			5,069 96
Toronto Harbor	7,188 56			7,188 56
Trent River	1,897 43			1,897 43
Manitoba.				
Assiniboine River	19 00			19 00

APPENDIX No. 1—*Continued.*

Name of Work.			Construction.	Repairs.	Staff and Maintenance.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
HARBORS AND BREAKWATERS—*Concluded.*						
British Columbia.						
Cowichan River			670 00			670 00
Fraser River			312 25			312 25
Harbors, &c., generally				72 00		72 00
Naas River			610 59			610 59
Victoria Harbor			939 61			939 61
DREDGE VESSELS.						
Dredges, repairs				14,097 67		14,097 67
Dredging, purchase of plant			15,221 57			15,221 57
DREDGING.						
Maritime Provinces		$42,000 00				
Quebec—						
Beauharnois	$870 55					
Berthier (*en haut*)	1,189 67					
Generally	2,377 64					
Laprairie River	91 70					
L'Assomption	1,700 36					
Ottawa River (Calumet)	296 62					
Rivière à la Graisse (Rigaud)	1,592 90					
Rivière du Nord	926 81					
do Richelieu	3,439 41					
do Saguenay (Chicoutimi)	3,327 95					
do Salmon (North Shore Ottawa River)	746 16					
		16,559 77				
Ontario—						
Gananoque	245 17					
Generally	2,167 03					
Goderich	1,330 00					
Hawkesbury	1,005 67					
Meaford	1,882 61					
Penetanguishene	999 82					
		7,630 30				
British Columbia—						
Fraser River	7,323 28					
Generally	222 00					
		7,545 28				
			73,735 35			73,735 35
SLIDES AND BOOMS.						
Saguenay District Works				6,210 39	853 68	7,064 07
St. Maurice do			6,677 33	3,831 27	14,993 41	25,502 01
Ottawa do					19,086 06	19,086 06
Newcastle do					529 00	529 00
River Richelieu (maintenance of buoys)					393 75	393 75

APPENDIX No. 1—*Concluded.*

Name af Work.		Con-struction.	Repairs.	Staff and Maintenance.	Total.
SLIDES AND BOOMS—*Concluded.*		$ cts.	$ cts.	$ cts.	$ cts
Ottawa River Slides	$2,153 08	1,019 68			1,019 68
Gatineau do	361 38			383 49	383 49
Madawaska do	1,994 25				
Coulonge do	2,427 10				
Black do	382 85				
Petewawa do	2,851 22				
Dumoine do	1,127 46				
South Nation	122 19				
Ottawa Suspension Bridge	35 32	468 02	11,454 85		11,922 87
ROADS AND BRIDGES.					
Isle aux Noix (Roadway and Bridging)		838 67			838 67
Temiscouata Road			1,100 43		1,100 43
MISCELLANEOUS.					
Arbitrations				4,162 31	4,162 31
Relief of Fishermen, East Coast Labrador				437 24	437 24
Surveys				24,228 95	24,228 95
TELEGRAPH LINES.					
Land and Cable Telegraph Lines, Lower St. Lawrence		175,343 30			175,343 30
Telegraph Lines, Baie St. Paul to Chicoutimi, &c.		12,940 51			12,940 51
do Maritime Provinces		4,030 00			4,030 00
do British Columbia		53,765 71		29,801 83	83,567 54
do Prince Edward Island, subsidy				1,946 66	1,946 66
Agent and contingencies, B.C.				1,690 90	1,690 90
Totals		1,014,391 47	208,358 85	175,327 96	1,398,078 28
WORKS AUTHORIZED BY SPECIAL ACTS OF PARLIAMENT.					
St Lawrence River (deepening between Quebec and Montreal)		Nil.			Nil.
Quebec Harbor Improvements		202,000 00			202,000 00
Lévis Graving Dock		175,000 00			175,000 00
Esquimalt do B.C		9,891 00			9,891 00
Totals		386,891 00			386,891 00
Grand Totals		1,401,282 47	208,358 85	175,327 96	1,784,969 28

O. DIONNE,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 18th November, 1881.

APPENDIX No. 2.

TABLE OF DISTANCES.

ST. LAWRENCE NAVIGATION.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.—A.

From	To	Sections of Navigation.	Statute Miles.	
			Intermediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile	Cape Whittle	Gulf of St. Lawrence	240	240
Cape Whittle	West Light, Anticosti	do	201	441
West Light, Anticosti	Father Point	River St. Lawrence	202	643
Father Point	Rimouski	do	6	649
Rimouski	Bic	do	12	661
Bic	Isle Verte	do	39	700
Isle Verte (opp. Saguenay)	Quebec	do	126	826
Quebec	Three Rivers	do to Tidewater	74	900
Three Rivers	Montreal	do	86	986
Montreal	Lachine	Lachine Canal	8½	994½
Lachine	Beauharnois	Lake St. Louis	15½	1,009¾
Beauharnois	Ste. Cécile	Beauharnois Canal	11¼	1,021
Ste. Cécile	Cornwall	Lake St. Francis	32¾	1,053¾
Cornwall	Dickinson's Landing	Cornwall Canal	11½	1,065¼
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070¼
Farran's Point	Upper end of Croyle's Island	Farran's Point Canal	¾	1,071
Upper end Croyle's Island	Williamsburg or Morrisburgh	River St. Lawrence	10½	1,081¾
Williamsburg	Rapid Plat	Rapid Plat Canal	4	1,085¾
Rapid Plat	Point Iroquois Village	River St. Lawrence	4½	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu'Ile	Point Cardinal, Edwardsburgh	Junction Canal	2⅝	1,095⅝
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097⅝
Galops Rapids	Prescott	River St. Lawrence	7⅜	1,105
Prescott	Kingston	do	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	27	1,361
Port Colborne	Amherstburgh	Lake Erie	232	1,593
Amherstburgh	Windsor	River Detroit	18	1,611
Windsor	Foot of St. Mary's Island	Lake St. Clair	25	1,636
Foot of St. Mary's Island	Sarnia	River St. Clair	33	1,669
Sarnia	Foot of St. Joseph's Island	Lake Huron	270	1,939
Foot of St. Joseph's Island	Foot of Sault St. Mary	River St. Mary	47	1,986
Sault St. Mary	Head of Sault St. Mary	Sault St. Mary Canal	1	1,987
Head of Sault St. Mary	Point aux Pins	River St. Mary	7	1,794
Point aux Pins	Duluth	Lake Superior	390	2,384

Of the 2,384 miles from the Straits of Belle-Ile to the Head of Lake Superior, 71¾ miles are artificial navigation, and 2,312¼ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical, or 2,234 statute miles.

The total fall from Lake Superior to Tidewater is about 600 feet.

APPENDIX No. 2—*Continued.*

QUEBEC TO LIVERPOOL, *viâ* STRAITS OF BELLE-ILE AND MALIN HEAD, NORTH OF IRELAND.—B.

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec	Saguenay	River St. Lawrence..	106	122
Saguenay	Father Point	do ...	53	61
Father Point	Lighthouse, west end Anticosti ...	do ...	176	202
West end of Anticosti	Cape Whittle, Labrador Coast	Gulf of St. Lawrence	175	201
Cape Whittle	Belle-Ile Lighthouse, east entrance of Straits	do ...	209	240
Belle-Ile	Malin Head, North of Ireland	Atlantic Ocean	1,750	2,013
Malin Head	Liverpool	do and Irish Sea	192	221
Total from Quebec to Liverpool, *viâ* Belle-Ile and Malin Head, North of Ireland...			2,661	3,060

HEAD OF LAKE SUPERIOR TO LIVERPOOL, *viâ* STRAITS OF BELLE-ILE AND NORTH OF IRELAND.—C.

Sections of Navigation.	Geographical Miles.	Statute Miles.
Head of Lake Superior, at Fond du Lac, to Quebec	1,355	1,558
Quebec to Liverpool, *viâ* Straits of Belle-Ile and North of Ireland	2,661	3,060
Total from head of Lake Superior to Liverpool, *viâ* Belle-Ile and Malin Head, North of Ireland	4,016	4,618
N.B.—Route *viâ* Straits of Belle-Ile shorter than *viâ* Cape Race	158	182

Straits of Belle-Ile, 80 miles long by 14 average breadth.

APPENDIX No. 2.—*Continued.*

QUEBEC TO LIVERPOOL, *viâ* CAPE RACE AND MALIN HEAD, NORTH OF IRELAND.—D.

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec	Saguenay	River St. Lawrence..	106	122
Saguenay	Father Point	do ..	53	61
Father Point	Métis Point	do ..	22	25
Métis	Cap Ste. Anne des Monts	do ..	71	82
Cap Ste. Anne des Monts	Cap de la Madeleine	do ..	46	53
Cap de la Madeleine	Fame Point	do ..	29	33
Fame Point	Cap des Rosiers	do ..	25	29
Cap des Rosiers	Cap St. Pierre de Miquelon	Gulf of St. Lawrence	343	394
Cap St. Pierre de Miquelon	Cape Race	Atlantic Ocean	132	152
Cape Race	Malin Head	do do	1,800	2,070
Malin Head	Liverpool	do and Irish Sea	192	221
Total from Quebec to Liverpool, *viâ* Cape Race and Malin Head, North of Ireland			2,819	3,242

HEAD OF LAKE SUPERIOR TO LIVERPOOL, *viâ* CAPE RACE AND NORTH OF IRELAND.—E.

Sections of Navigation.	Geographical Miles.	Statute Miles.
Head of Lake Superior, at Fond du Lac, to Quebec	1,355	1,558
Quebec to Liverpool, *viâ* Cape Race and North of Ireland	2,819	3,242
Total from head of Lake Superior to Liverpool, *viâ* Cape Race and Malin Head, North of Ireland	4,174	4,800
N.B.—Route *viâ* Cape Race longer than *viâ* Straits of Belle-Ile	158	182

APPENDIX No. 2.—*Continued.*

LAKE NAVIGATION.—F.

Names of Lakes, and of Rivers connecting the same.	Statute Miles.			Depth in Feet.		Area, Square Miles.	Elevation above Sea at Three Rivers.
	Greatest Length.	Greatest Breadth.	Average Breadth.	Greatest.	Mean.		
							Feet.
Superior	390	160	80	.....	900	32,000	600
St. Mary's River	55	4	1	60	30	.....	582
Michigan	345	84	58	.....	1,000	22,400	580
Green Bay	100	25	18	.....	500	2,000	580
Mackinaw Straits	50 Not added below.	20	10	200	40	.....	580
Georgian Bay	130	55	40	.....	500	.....	578
Huron	270	105	70	900	450	23,000	578
St. Clair River	33	.....	.....	50	35	.....	.....
St. Clair Lake	25	25	20	27	15	360	573
River Detroit	25	3	1	37	29	.....	.....
Lake Erie	250	60	38	204	90	10,000	564
Niagara River	35	3	1	.....	30	.....	.....
Lake Ontario	190	52	40	600	412	6,700	234
Lake St. Francis	33	5	4	80	36	132	141
Lake St. Louis	15	7	5	68	30	75	58
Lake St. Peter	30	9	7	40	8	200	0
River St. Lawrence, connecting Lakes between Kingston and Three Rivers	186	.....	.....	.....	20	.....	.....
Total length of Lake Navigation	2,172	Inclusive of River portions.				96,867	.....
do do	1,778	Exclusive of River portions				.....	.....

FROM PRINCE ARTHUR LANDING (LAKE SUPERIOR) TO FORT GARRY (WINNIPEG), BY THE DAWSON ROUTE.—G

	Statute Miles.	
	Intermediate.	Total.
Prince Arthur's Landing to Shebandowan	45	45
Lake Skebandowan to North-West Angle	312	357
North-West Angle to Fort Garry (Winnipeg)	95	452

The steamboat voyage from Collingwood to Prince Arthur's Landing is 532 miles.

APPENDIX No. 2.—*Continued.*

DISTANCE to Liverpool, from Halifax (Nova Scotia), St. John (New Brunswick), Portland (State of Maine), and Quebec, as measured on Colton's Map of 1861.—H.

Halifax to Liverpool, *viâ* Cape Clear.

FROM	TO	Sections of Navigation.	DISTANCE IN MILES.	
			Geographical.	Statute.
Halifax, Nova Scotia	Cape Clear.	Across Atlantic to S.W. end of Ireland.	2,200	2,530
Cape Clear	Liverpool.	Up St. George's Channel	330	380
		Total	2,530	2,910

St. John to Liverpool, *viâ* Cape Clear.

St. John, New Brunswick	Cape Sable	Across Bay of Fundy to S.W. end of Nova Scotia.	180	207
Cape Sable	Cape Clear	Across Atlantic to S.W. end of Ireland.	2,310	2,656
Cape Clear	Liverpool	Up St. George's Channel	330	380
		Total	2,820	3,243

Portland to Liverpool, *viâ* Cape Sable and Cape Clear.

Portland, State of Maine	Cape Sable.	Across Bay of Fundy to S.W. end of Nova Scotia.	210	242
Cape Sable	Cape Clear	Across Atlantic to S.W. end of Ireland	2,310	2,656
Cape Clear	Liverpool	Up St. George's Channel	330	380
		Total	2,850	3,278

Quebec to Liverpool, *viâ* Cape Race and North of Ireland.

Quebec	Cape Race	River and Gulf of St. Lawrence to S.W. Point of Newfoundland	827	951
Cape Race	Malin Head	Across Atlantic to North end of Ireland.	1,800	2,070
Malin Head	Liverpool	Down North Channel	192	221
		Total	2,819	3,242
Quebec to Liverpool, *viâ* Straits of Belle-Ile and Malin Head, North of Ireland			2,661	3,060

For further details, see pages 9, 10 and 11 of Appendix.

APPENDIX No. 2.—Continued.

TABLE OF DISTANCES from the Principal Seaports in North America, to Liverpool, Havre, Havana and Rio Janeiro.—I.

			Geographical Miles.
Quebec	to Liverpool.	*Vid* Belle-Ile	2,649
		" Cape Race	2,808
	Havre....	" Belle-Ile	2,810
		" Cape Race	2,939
	Havana		2,891
	Rio Janeiro		5,546
Boston	to Liverpool		2,895
	Havre		2,993
	Havana		1,530
	Rio Janeiro		4,935
New York	to Liverpool		3,095
	Havre		3,228
	Havana		1,240
	Rio Janeiro		4,885
Philadelphia	to Liverpool		3,275
	Havre		3,358
	Hanava		1,190
	Rio Janeiro		4,990
Baltimore	to Liverpool		3,450
	Havre		3,543
	Hanava		1,160
	Rio Janeiro		5,000
Richmond	to Liverpool		3,380
	Havre		3,473
	Havana		1,090
	Rio Janeiro		4,930
New Orleans	to Liverpool		4,780
	Havre		4,838
	Havana		595
	Rio Janeiro		5,315

APPENDIX No. 2.—*Continued.*

TABLE OF DISTANCES from Quebec to Labrador along North Shore of the St. Lawrence.—J.

FROM	TO	Intermediate Mileage.	Total Mileage from Quebec.	REMARKS.
Quebec	Beauport	3	3	Provincial Highway.
Beauport	Montmorency Falls	4	7	do
Montmorency Falls	Ange Gardien	3	10	do
Ange Gardien	Château Richer	6	16	do
Château Richer	Ste. Anne de Beaupré	6	22	do
Ste. Anne de Beaupré	St. Joachim	5	27	do
St. Joachim	St. Tite des Caps	9	36	do
St. Tite des Caps	St. Paul's Bay	24	60	do
St. Paul's Bay	Les Eboulements	9	69	do
Les Eboulements	St. Irénée	9	78	do
St. Irénée	Pointe à Pic	9	87	do
Pointe à Pic	Murray Bay	3	90	do
Murray Bay	Cap à l'Aigle	3	93	do
Cap à l'Aigle	St. Fidèle	6	99	do
St. Fidèle	St. Siméon or Black River	10	109	do
St. Siméon	Port au Persil	8	117	do
Port au Persil	Pointe au Bouleau	9	126	do
Pointe au Bouleau	Anse du Portage	5	131	do
Ferry Anse du Portage (across mouth of River Saguenay)	Anse à l'Eau	1	132	do
Anse à l'Eau	Tadousac	1	133	do
Tadousac	Les Petites Bergeronnes.	9	142	do
Les Petites Bergeronnes.	Escoumains	9	151	do
Escoumains	Mille Vaches	18	169	do
Mille Vaches	Portneuf	9	178	Beach used.—2 portages.
Portneuf	Sault au Cochon	7	185	do
Sault au Cochon	Ilet de Jérémie	18	203	Track req. through forest.
Ilet de Jérémie	Betshiamits	7½	210½	Beach used.
Betshiamits	Pointe aux Outardes	12	222½	do
Pointe aux Outardes	Manikuagan	15	237½	Track req. through forest.
Manikuagan	River Godbout	27	264½	do do
River Godbout	Pointe des Monts	12	276½	do do
Pointe des Monts	Trinité	7	283½	Beach used.
Trinité	Ilet Caribou	7½	291	do
Ilet Caribou	Baie des Kani	22	313	do
Baie des Kani	Jambon	8	321	Track req. through forest.
Jambon	River Ste. Marguerite	12	333	do do
River Ste. Marguerite	Sept Isles	12	345	do do
Sept Isles	River Moisy	19	364	Beach used.
River Moisy	River à la Truite	8	372	do
River à la Truite	Cormoran	8	380	do
Cormoran	Pigou	7	387	do
Pigou	River au Bouleau	7	394	Fine Beach, short portage.
River au Bouleau	River Matemek	7	401	do do
River Matemek	River Chaloupe	8	409	do do
River Chaloupe	River Shaldrac	7	416	do do
River Shaldrac	River Tonnerre	7	423	do do
River Tonnerre	Portage du Loup-Marin.	8	431	do do
Portage du Loup-Marin	River Magpie	7	438	do do
River Magpie	River St. Jean	7	445	do do
River St. Jean	Longue Pointe	9	454	do do
Longue Pointe	Poste de Mingan	5	459	do do
Poste de Mingan	Pointe aux Esquimaux	18	477	do do
Pointe aux Esquimaux	Nataskuan	64	541	do do
Nataskuan	Tshikaska	18	559	
Tshikaska	Mecatina	75	634	
Mecatina	Bonne Espérance	99	733	
Bonne Espérance	Blanc Sablon	24	757	Boundary of Labrador, Canada.

APPENDIX No. 2.—*Continued.*

POPULATION of various Settlements between Tadousac and Labrador, on the North Shore of the St. Lawrence.—K.

NAME OF PLACE.	POPULATION.		
	1864.	Census of 1871.	Census of 1881.
	Number of Families.	Number of Persons.	Number of Persons.
Tadousac	Not obtained.	765	1,542
Escoumains	do	1,023	520
Mille Vaches	do	.....	1,115
Portneuf	40	1,790	.....
Sault au Cochon	2	.....	.....
Ilet de Jérémie	1	.....	.....
Betshiamits	100 to 120	552	.....
Pointe aux Outardes	5	.....	.....
Manikuagan	3	86	.....
River Godbout	15 to 20	.....	.....
Pointe des Monts	3	106	243
Trinité	3	.....	.....
Rivière Ste Marguerite	2	.....	.....
Sept Isles	30 to 40	191	.....
Rivière Moisy	15 to 20	336	241
Rivière à la Truite	2	.....	.....
Cormoran	2	.....	.....
Pigou	6	.....	.....
Rivière au Bouleau	2	.....	.....
River Matemek	2	.....	.....
River Chaloupe	2	.....	.....
River Shaldrake	6	.....	.....
River Tonnerre	5	.....	.....
Rivière du Loup-Marin	3	.....	.....
River Magpie	6	.....	.....
River St. Jean	12 to 15	.....	.....
Longue Pointe	12 to 15	.....	.....
Poste de Mingan	100 to 120	560	.....
Pointe aux Esquimaux	75	862	1,775
Nataskuan	44	358	480
Mecatina	Not obtained.	280	410
Bonne Esperance	do	266	341

NOTE.—Population of settlements given in Census of 1871 and Census of 1881 include intermediate places.

APPENDIX No. 2—*Continued.*

Distances—New Road—Quebec to Lake St. John.—L.

FROM	TO	Intermediate Mileage.	Total Mileage.
Quebec	Boundary Post	18	
Boundary Post	1st Camp, Lachance (Stoneham)	8	23
1st Camp, Lachance (Stoneham)	2nd do Noël	11½	34½
2nd do Noël	3rd do Lac des Roches	9	43½
3rd do Lac des Roches	4th do Lake Jacques Cartier	14	57½
4th do Lake Jacques Cartier	5th do Pikauba	13	70½
5th do Pikauba	6th do Bédard	12	82½
6th do Bédard	7th do Rivière Upika	12	94½
7th do Rivière Upika	8th do do Pika	10½	104½
8th do do Pika	9th do do aux Ecorces	11	115½
9th do do aux Ecorces	10th do Lake Belle Rivière	10½	126
10th do Lake Belle Rivière	St. Jérôme, at lower end of Lake St. John, on south side	14	140
St. Jérôme	Chicoutimi	50	

Mail passes three times a week. Winter and Summer.

Time: 20 hours, Quebec to Lake Jaeques Cartier (per mail).

do 28 hours, Lake Jacques Cartier to St. Jérôme (per mail).

Total 48 hours, Quebec to Lake St John (per mail).

Total distance 140 miles, Quebec to Lake St. John.

Great Circle or Air Line Distances in Geographical Miles, as per Map of the Dominion of Canada. Published by order of the Hon. the Minister of the Interior, the 1st November, 1878.—M.

FROM	TO	Miles.
Yokohama (Japan)	Port Simpson	3,865
do	Port Moody (Burrard Inlet)	4,374
do	San Francisco	4,470
San Francisco	New York	2,228
do	Montreal	2,202
Burrard Inlet	do	1,992
Port Simpson	do	2,194
St. John (N'fld)	Cape Clear	1,670
do	Tory Island	1,693
Montreal	Quebec (River St. Lawrence)	145
do	Cape Race (*vid* St. Paul)	1,013
do	Belle Isle	892
Belle Isle	Tory Island	1,657
Cape Race	do	1,736
do	Cape Clear	1,708
Tory Island	Liverpool	240
Cape Clear	do	310
Halifax	Cape Race	470
Portland	do	767
Boston	do	808
New York	do	1,010

APPENDIX No. 2.—*Concluded.*

A TABULAR View of the River St. John, from Fredericton to the Great Falls, from a Report, dated St. John, N.B., August 21, 1826, on a Survey of the River St. John, from Fredericton to the Grand Falls, by Robert Foulis, C.E. and D.P.S.—N.

DISTANCES OF PLACES.	Miles.	Chains.	Links.	Ascent from Level in inches.	No. of Rapids.	Velocity of Current in Rapids, per 66 feet.	Medium Velocity of current, per 66 feet.	Depth of Channel.	GEOLOGICAL.
From Fredericton to confluence of Tide below Chapel Bar	4	77	59	.....	.....	.....	72	ft. in. ft. From 6 0 to 11	Sand, gravel, appearance of freestone, accidental blocks of granite.
do Confluence of tide to French Chapel.	5	15	.....	43	2	22"	58	do 1 9 to 8	Gneiss, clay-slate, roofing slate.
do French Chapel to Cliff's Bar	7	52	.....	129	3	28	1.26	do 2 9 to 10	do gravel, clay.
do Cliff's Bar to head of Bear Island Bar	5	70	40	227	2	.....	.....	At Bear Island from 1.9 to 7½	do red granite.
do Bear Island to Mackawickak	8	54	...		4	30	46	From 2 6 to 9	Variety granite.
do Mackawickak to Meductic	4	68	50	56	2	Meductic Rapids, 12	60	do 5 0 to 10	Large grained granite veined with quartz.
do Meductic to Eel River	9	25	.....	220	3	30	48	do 2 9 to 8	Graphite and porphyritic granite.
do Eel River to Griffith's Island	9	43	...	168	4	.....	55	do 2 0 to 7	Volcanic stones, detached.
do Griffith's Island to McMullan's	12	26	...		4	28	50	do 1 9 to 6½	do cellular.
do McMullan's to Presqu'Ile	8	8	...	144	3	.....	.....	do 3 0 to 8	Gneiss-trap.
do Presqu'Ile to Rivière de la Chute	14	77	...	375	7	24	45	do 3 0 to 7	Limestone, slate.
do Rivière de la Chute to Tobique	12	71	...		3	.....	.....	do 2 6 to 9	Trap.
do Tobique to Great Falls	21	12	.....	765	8	15	42	do 2 0 to 33	Transition limestone.
Total Distance	125	39	47	2127	45	Total Length, 10½ miles.			

Perpendicular height of Great Falls	74 feet.	Depth of water in Upper Basin	20 feet.
Descent through Rocky Chasm	45 feet 6 inches.	do Lower do	33 feet.
Total descent of Falls	119 feet 6 inches.	Length of cut necessary for Tunnel from Upper to Lower Basin.	836 yards.
Height of Hill at Portage, from level of Upper Basin	120 feet 7 inches.		
do do Lower do	240 feet 1 inch.		

APPENDIX No. 3.

REPORT OF THE CHIEF ARCHITECT.

DEPARTMENT OF PUBLIC WORKS,
(No. 17431.) OTTAWA, 17th September, 1881.

SIR,—I have the honor to report as follows upon the new works and general repairs executed in connection with the "Public Buildings" under the control of the Department, during the fiscal year ending 30th June, 1881.

THOMAS S. SCOTT,
Chief Architect.

F. H. ENNIS, Esq.,
Secretary, Department of Public Works,
Ottawa.

PROVINCE OF ONTARIO.

OTTAWA.

PARLIAMENT GROUNDS, &c.

These have been kept in good order.

Additional accommodation being found necessary for the propagation of plants and flowers for the grounds, a contract has been entered into with Messrs. Veale and Adams, Ottawa, for the erection of a glass house 68 feet x 19 feet, to be erected adjoining the present one.

The frontage to Parliament Grounds on Wellington street has been boulevarded and shade trees planted.

PARLIAMENT BUILDING.

The enlargement of gallery for reporters in Commons Chamber mentioned in my last report has been completed.

The Commons and Senate Chambers have been painted and decorated by Mr. McKay, Painter and Decorator, Ottawa; portion of this work was necessitated by the fire which occurred in roof of Commons Chamber in the fall of 1879.

Drawings prepared by and work done under the superintendence of this Department.

WESTERN BLOCK DEPARTMENTAL BUILDING.

The four additional rooms mentioned in my last report as required by Post Office Department in basement of extension have been completed by the contractor, Mr. F. Toms, Ottawa.

An enlargement of the windows for the better lighting of large room on ground floor occupied by Post Office Department, has been carried out by the contractor, Mr. W. Palen, Ottawa.

Drawings prepared by and work done under the superintendence of this Department.

EASTERN BLOCK DEPARTMENTAL BUILDING.

The large fire proof vault for Department of Finance mentioned in my last report has been satisfactorily completed by the contractor, Mr. F. Toms, Ottawa.

Portion of the cut stone work to main tower shewing signs of decay it has been decided to remove and renew same by day work, it being impossible to decide on the extent of the work required unless by removal of stone by stone.

Work done under the superintendence of this Department.

NEW SUPREME COURT.

It having been decided to close the Government workshops situate on the Parliament Grounds, at the corner of Bank and Wellington streets, tenders have been asked for for the conversion of same into Supreme Court, and galleries for the reception of pictures donated to the Government by the Royal Canadian Academy.

The present Supreme Court room in the Parliament Building will now be used as an adjunct to the Parliament Library as originally intended.

The external appearance of the old workshops building will be very slightly altered except by putting in gable windows to light the Court room on first floor, and by forming entrances on Bank street.

The ground floor will contain picture gallery 36 x 20 feet, with entrance for public to picture gallery and Court from Bank street; six rooms for use of Judges with private entrance from Bank street, Registrar's office, Clerk's office, Precis Writer's office, spare office, vault, water closets, lavatories, etc.

The first floor will contain picture gallery 36 x 20 feet, Barrister's room, Barrister's library, Court Room 48 x 36 feet and 24 feet high with vaulted ceiling, Judges' library, Judges consulting room, and waiting room.

The conversion of portion of drying shed in workshops yard into a laboratory and photometric gallery for Department of Marine and Fisheries, will be included in the above contract.

Plans and specifications prepared by this Department.

RIDEAU HALL.

The usual and necessary repairs to buildings generally have been made, and a large amount of painting, &c., to interior of main building has been executed by Mr. Wm. Howe, Ottawa. A new toboggan slide, additional room to curling rink, and the erection of a gallery in tennis court have been commenced and will be completed before fall.

Drawings prepared by and work done under the superintendence of this Department.

GEOLOGICAL MUSEUM.

The contract work on this building has been satisfactorily completed by the contractor, Mr. Askwith, Ottawa.

A portion of the rear buildings has been fitted up as a residence for caretaker.

The show-cases, counters and fittings are in course of preparation under contract by Mr. Askwith and Mr. Burns, and part by day work under superintendence of the Clerk of Works, the latter being found necessary owing to the utilization of portion of the old fittings removed from Montreal.

Drawings prepared by and work done under the superintendence of this Department.

DRILL SHED.

The contract for fittings to armories, band rooms, museum &c., awarded Messrs. Veale and Adams, Ottawa, has been completed by them.

The floor of drill hall and gun shed has been planked. Contractor, Mr. Clemow, Ottawa.

Gas has been introduced throughout the building. Contractor, Mr. Roche, Ottawa.

An amount has been placed in Estimates for latrines, winter sashes, footpaths, &c., which will be completed by the ensuing fall.

Drawings prepared and work done under the superintendence of this Department.

HAMILTON.

POST OFFICE, &c.

It being considered desirable to centralize the various Government offices in this City, a site has been secured with a frontage on King street of 94 feet 4 inches, and on John street of 137 feet, and an adjoining lot with a frontage on Main street of 28 feet 11 inches by 136 feet 10 inches deep.

It is proposed to erect buildings on this site for Post Office, Customs and Inland Revenue Departments.

KINGSTON.

MILITARY COLLEGE.

Water for use at several of the College buildings being heretofore only obtainable by means of water carts, it has been decided to erect a detached boiler and pump house 30 feet by 26 feet, with residence for engineer over the same, and to pump water from Navy Bay in close proximity to the lake for domestic and fire purposes, the service pipes being already laid. Contract for the erection of the building has been entered into with Mr. John Waddell, contractor, Kingston.

Drawings prepared by the Department. Local Architects, Messrs. Power and Son.

PENITENTIARY.

The blacksmith shop has been re-roofed with metal.

The roof of south workshop has been strengthened and re-roofed with metal.

Breakwater 200 feet long by 30 feet wide has been constructed forming a basin 100 x 100 feet for the use of vessels loading and unloading. Ceiling of Catholic chapel has been renewed.

Building 150 feet by 20 feet for storage of lumber has been erected.

Mr. John Bowes of this Department, Superintending Architect.

POST OFFICE.

New screen to public lobby with lock boxes, general delivery circle and alterations to Registered letter office have been made under contract by Mr. Thos. Overend, contractor, Kingston.

Drawings prepared by this Department. Local Architects, Messrs. Power and Son.

BRANTFORD.

POST OFFICE.

The contract work on this building is now completed and Customs and Inland Revenue offices occupied.

Contractor for fittings, Mr. John Graham.

Contractor for heating apparatus, Mr. W. L. Appley, Ottawa.

Local Architect, Mr. John Henry.

Drawings prepared by this Department.

WINDSOR.

POST OFFICE, CUSTOMS AND INLAND REVENUE OFFICES.

This building is now completed and occupied.

Contractor for building, Mr. F. Toms, Ottawa.

Contractors for fittings, Messrs. Bailey and Walker.

Contractors for heating apparatus, Messrs. Bennett and Wright, Toronto.

Local Architect, Mr. W. Scott.

ST. CATHARINES.

POST OFFICE, CUSTOMS AND INLAND REVENUE OFFICES.

A site for this building has been secured in a central situation, with a frontage of 80 feet on Queen street and 154 feet on King street.

Plans for the proposed building are now in course of preparation by Mr. R. C. Windeyer, Architect, Toronto.

BELLEVILLE.

POST OFFICE, CUSTOMS AND INLAND REVENUE OFFICES.

A site for this building has been secured in a central situation with a frontage of 103 feet on Bridge street, and 116 feet on Pinnacle street. Plans for the proposed building are now in course of preparation by Mr. R. C. Windeyer, Architect, Toronto.

PROVINCE OF QUEBEC.

QUEBEC.

KENT AND ST. LOUIS GATES.

Work on these gates is now completed, with the exception of pointing which was delayed on account of frost.

Contractor, Mr. H. J. Beemer.

Plans, &c., prepared by this Department.

QUEBEC FORTIFICATIONS.

Extensive repairs to the fortification walls are in progress in sections under the immediate supervision of the Department and under contracts with the following contractors, viz: Messrs. Owen Kelly, C. Jobin, W. J. Piton, H. Hatch, Joseph Mathieu, Thos. Pampalon and John O'Leary.

Further extensive works have been arranged for execution during the ensuing fiscal year.

CITADEL.

The tin roofing to officers quarters has been removed and roofs recovered with galvanized iron.

Sundry necessary internal alterations and repairs have been executed.

DURHAM TERRACE EXTENSION.

Additional portions of this work, viz: the building of walls and piers under terrace has been proceeded with under contract by Messrs. Pampalon & O'Leary, under the immediate superintendence of this Department.

MARINE HOSPITAL.

Considerable repairs have been made to this building including new drainage which was urgently required, and further repairs and renewal of flooring will be required which will be executed after the close of navigation this fall.

Contractor, Auguste Laberge, Quebec.

Works done under the immediate superintendence of this Department.

CUSTOM HOUSE.

The space in roof of this building is now being converted into attic rooms for caretaker and storage purposes, under contract, by Mr. O'Leary, Quebec, under the immediate superintendence of this Department.

POST OFFICE.

The lot adjoining Post Office belonging to the Government, known as the Motz property, is being graded and retaining walls built next streets and steps. Contractor, Mr. H. Hatch, Quebec.

Work done under the immediate superintendence of this Department.

CARTRIDGE FACTORY.

Portion of buildings known as Artillery Barracks are being converted into Cartridge Factory, under contract with Mr. H. Hatch and Mr. Mathieu, contractors, Quebec, under the immediate superintendence of this Department.

LABORATORY AND FULMINATE MIXING BUILDINGS.

Drawings have been prepared by this Department, and approved of by Military Authorities for additional buildings and alterations to the present Laboratory Buildings situate on the plains adjoining the Citadel. A site has also been selected, and plans prepared for new group of detached buildings surrounded by suitable fencing and situate between Laboratory Buildings and Martello Tower No. 1. Tenders for these buildings will be asked for at an early date.

LEVIS FORTS.

Plans and specification have been prepared by this Department for general repairs to these forts. Tenders will be asked for at an early date.

CHAMPLAIN STREET CLIFF.

The dangerous state of the cliff on Champlain Street below the Citadel necessitated the purchase by the Government of the houses on the north side of the street and their demolition for the purpose of building a retaining wall.

This work is now in progress under contract by Mr. H. Hatch, contractor, Quebec, under the immediate superintendence of this Department.

MONTREAL.

INLAND REVENUE OFFICES.

Plans, &c., for an extension in rear of this building on Custom House Square have been prepared, and tenders will be asked for at an early date.

Local Architect, Mr. A. Raza, Montreal.

ST. VINCENT DE PAUL PENITENTIARY.

A new north wing 126 feet by 46 feet 6 inches, and containing 132 cells, has been erected and will, it is expected, be finished and ready for occupation by the spring of 1882.

A large quantity of cut stone has been prepared for the new dining hall.

Water has been laid on to the officers dwellings, and to three fire hydrants outside the boundary walls.

General repairs have been made to the main building. Superintending Architect, Mr. John Bowes.

THREE RIVERS.

OLD BARRACKS.

Plans, &c., for alterations and repairs to this building for the purpose of converting same into Government offices have been prepared by the local Architect Mr. O. Z. Hamel, and tenders will be asked for at an early date.

ST. JOHN'S.

POST OFFICE, CUSTOM HOUSE, &c.

The Post Office portion of the building is now occupied. Tenders will be asked for at an early date for hot water heating apparatus, and for furniture and fixtures for Customs Department.

Superintending Architect, Mr. A. C. Hutchison, Montreal.

GROSSE ISLE.

QUARANTINE STATION.

Contract for the erection of an hospital to contain eighty patients, has been entered into with Mr. Askwith, contractor, Ottawa, and it is expected the building will be completed by the fall of 1881.

The building will be located at the east end of the Island, and will be erected of brick with external hollow walls and shingled roofs. On the ground floor will be two wards 60 x 25 feet for twenty patients each, and rooms for surgeon, nurses, waiting room, kitchen, stores, pantry, living room and convalescents day room; and on the first floor, two wards as on ground floor, three bed-rooms for staff, nurses room, day-room and rooms for linen, stores, &c.

Drawings, &c., prepared by and work executed under the immediate superintendence of this Department.

PROVINCE OF NEW BRUNSWICK.

DORCHESTER.

GENERAL PENITENTIARY FOR MARITIME PROVINCES.

Contract for the erection of 15 semi-detached houses for officers, bake-house, hospital, laundry, workshops, ice-house and root-houses has been awarded to Mr. A. E. Killam, Moncton. Works are now in progress and will it is expected be fully completed by the fall of 1881.

Contract for the erection of additional cell-wing 166 feet by 49 feet, to contain 200 cells, also a detached boiler-house, has been awarded to Messrs. T. McManus & Sons, of Memramcook, and works are now in progress.

The water supply to penitentiary proper and to the necessary fire hydrants, also the boundary fence, guards lookouts, and guard-house are completed.

Drawings prepared by this Department. Superintending Architect, Mr. W. Morgan Smith, St. John.

ST. JOHN CUSTOM HOUSE.

Works on this building are now nearly completed and building occupied.

The steam heating has been completed and hydraulic hoist, footpaths around building, and internal fittings are now being completed. Mr. Appley, Ottawa, contractor for heating. Mr. John McGourty, St. John, contractor for footpaths. A. Christin and Co. St. John, contractors for fittings.

Allan Brothers, St. John, contractors for time ball apparatus.

The space at west end of building has yet to be enclosed and the necessary side walks, &c., made on streets around building.

Contractors for building, Messrs. Williams, Anderson, and Williams, St. John. Superintending Architects, Messrs. McKean & Fairweather, St. John.

POST OFFICE.

Work on this building is now nearly completed and building occupied.

The steam heating, footpaths, hydraulic hoist and internal fittings are completed. Contractors for heating, Messrs. McAvity and Son, St. John. For footpaths, J. T.

McGee, St. John. For internal fittings, Mr. Thos. Fitzgibbon, St. John. For hydraulic hoist, Mr. Fensom, Toronto.

Contractors for building, Messrs. Jones, Booth, and Doddridge. Superintending Architect, Mr. W. Morgan Smith, St. John.

FREDERICTON.

POST OFFICE, &c.

This building is now completed and occupied. Grounds around building have been fenced, graded and approaches made.

Contractor for internal fittings, Mr. Joshua Limerick, Fredericton.

Contractors for building, Messrs. Snow & Scoullar. Drawings prepared by this Department. Superintending Architect, Mr. D. E. Dunham, St. John.

PROVINCE OF NOVA SCOTIA.

HALIFAX.

DOMINION BUILDING.

Tenders will be asked for at an early date for renewing the roof covering of this building.

LUNENBURG.

MARINE HOSPITAL.

This building is now completed and occupied.

Contractors, Messrs. Eli Hopps & John Mitchell. Clerk of works, Mr. Solomon Morash.

Drawings and specifications prepared by this Department.

PRINCE EDWARD ISLAND.

CHARLOTTETOWN.

DOMINION BUILDING.

Tenders will be asked for at an early date for the cleaning and painting of this building and for the renewal of roof covering.

PROVINCE OF MANITOBA.

PARLIAMENT BUILDINGS AND LIEUTENANT GOVERNOR'S RESIDENCE.

Contract for the erection of Parliament Buildings has been awarded to Messrs. J. & P. Lyons & Co., contractors, Ottawa, and for Lieutenant Governor's residence to Messrs. Bowles & Williams, contractors, Winnipeg.

Both buildings will be erected of local brick, the external walls being built hollow with facings of white brick and cut stone dressings and mansard roofs covered with shingles and galvanized iron. The style of architecture adopted is Italian, modified to suit the requirements of the climate.

The central portion of Parliament Building 86 feet by 44 feet and one wing 57 feet by 50 feet is at present only intended to be built; hereafter another wing of similar size can be erected as requirements necessitate.

The building will be four stories in height including basement, the floor of latter being however only 4 feet below the level of ground. The basement will contain boiler house, fuel room, store room, seven offices, vault, six water closets, lavatories and urinals. The ground floor will contain seven offices and the Legislative chamber, 40 feet by 40 feet, and 32 feet high with a gallery for the public three seats deep along the sides and one end.

The first and second floors will each contain nine offices with a vault on first floor only. Total number of offices, thirty-two, all of good size and well lighted.

The residence for Lieutenant Governor will be 60 feet by 60 feet, and four stories in height and will contain in basement, kitchen, scullery, still room, cellar, pantry, larder, furnace and fuel room. The ground floor will contain dining room, drawing room, breakfast room and library, all communicating with each other by folding doors and forming a suite of rooms 96 feet long by 20 feet wide, a serving room is provided adjoining the dining room with hoist from kitchen in basement. Business office for Lieutenant Governor is also provided on this floor. The first floor will contain six bed rooms, two dressing rooms, bath room, water closet and store closet. The attic floor is divided into nine bed rooms, four only of which will under present contract be finished.

Drawings and specifications prepared by this Department. Resident Architect, Mr. J. P. M. Lecourt.

IMMIGRANT BUILDINGS.

Contract for these buildings as described in my last report was awarded to Messrs. Bowles & Sutherland, Winnipeg.

Since work was commenced a two story addition 75 feet x 29 feet has been added to the building, giving extra sleeping and day accommodation.

Drawings and specifications prepared by this Department.

Resident Architect, Mr. J. P. M. Lecourt.

STONY MOUNTAIN PENITENTIARY.

Portion of this building has been provided with steam heating apparatus by Mr. J. Bertrand, contractor; the remaining portion will be tendered for this fall.

Plans have been prepared by this Department for various necessary out buildings including guards quarters, stabling, &c., and work is being executed by convict labor under competent instructors.

BRITISH COLUMBIA.

NEW WESTMINSTER PUBLIC BUILDINGS.

Plans have been prepared by this Department and tenders will be asked for at an early date for a building to accommodate Post Office, Telegraph, Savings Bank, Inland Revenue, Customs, and Indian Departments.

VICTORIA.

POST OFFICE, ETC.

Contract for the rebuilding of front to this building and general repairs and alterations has been awarded to Messrs. Smith & Clarke, Victoria.

Local Architect, Mr. H. O. Tiedman, Victoria.

GENERAL.

The several public buildings throughout the Dominion not herein particularly mentioned have been kept in good repair and condition, some having required large, and others smaller repairs, difficult to particularize, but involving a large amount of superintendence and attention.

I have the honor to be, sir,
Your obedient servant,

THOMAS S. SCOTT,
Chief Architect.

APPENDIX No. 4.

REPORT OF THE MECHANICAL ENGINEER.

(No. 458).

OTTAWA, 4th November, 1881.

SIR,—I have the honor to report that during the fiscal year 1880-81, no new works were undertaken in connection with the heating, ventilation, gas, water and bell services in the Parliament Building, Departmental Buildings, Rideau Hall, or Ottawa Post Office, the apparatus in these respective buildings being in efficient condition and requiring nothing beyond ordinary maintenance.

I have the honor to be, Sir,
Your obedient Servant,

JNO. R. ARNOLDI,
Mechanical Engineer.

F. H. ENNIS, Esq., Secretary,
Department of Public Works.

APPENDIX No. 5.

REPORT OF THE CHIEF ENGINEER.

No. 9254.

DEPARTMENT OF PUBLIC WORKS.
OTTAWA, 4th November, 1881.

SIR,—I have the honor to report on the Harbor works and surveys of the last fiscal year.

I have the honor to be,
Sir,
Your obedient servant,

HENRY F. PERLEY,
Chief Engineer.

F. H. ENNIS, Esq.,
Secretary, Public Works Department.

PRINCE EDWARD ISLAND.

COLVILLE BAY.

Colville Bay is situated about 15 miles from the Eastern Point of Prince Edward Island, and is the eastern terminus of the Government Railway.

The works of raising and strengthening a portion of the breakwater at this place were brought to a conclusion in May last.

ST. PETER'S BAY.

On the north shore of the Island about 43 miles to the westward from East Point.

The contract for raising the breakwater and constructing a beach protection of piles, brush and stone, 800 feet in length, was completed at the close of the year.

WOOD ISLANDS.

In Queen's County, the most southern point of the Island.

The Local Government has constructed a breakwater 2,250 feet in length on the eastern side of the Harbor at a cost of about $13,000.

In 1878-79 the amount appropriated by Parliament was expended in the construction of a breakwater, 350 feet in length, on the western side of the harbor, and a further amount voted at the last session of Parliament has been expended in extending this work, 124 feet, which was finally completed in September last.

POWNAL.

Pownal, Queen's Co., is situated at the head of Pownal Bay, about 8 miles south east from Charlottetown.

The work done at this locality by the Dredge "Prince Edward" consisted in opening a passage 1,260 feet in length and 56 feet wide from the end of the public

wharf towards the main channel, and a basin on the eastern side of the wharf 90 feet wide and 250 feet in length, the whole having 9 feet of water at low tide.

HILLSBOROUGH RIVER.

Opposite Charlottetown, the Elliot, the York and the Hillsborough Rivers meet and empty through one common channel into Hillsborough Bay.

The Hillsborough empties from the eastward and is navigable to Mount Stewart 15 miles above Charlottetown, but was obstructed by a small shoal off Carr's Point, on which the "Prince Edward" worked between the 11th October and 16th November, removing 12,165 cubic yards of sand and silt.

NINE MILE CREEK.

Nine Mile Creek, Queen's Co., is situated just within the entrance and on the western side of Hillsborough Bay.

Between the 21st August and 11th October 1880, the "Prince Edward" was engaged in opening a passage from deep water in the Bay to the public wharf, to admit the approach of vessels at low tide.

CRAPAUD.

Crapaud, Queen's County, is a small harbor at the mouth of the Brockelsby River to the westward of Hillsborough Bay.

The channel carrying deep water up to the loading wharves at the village was commenced during the fiscal year 1874-75. On 23rd May last, the "Prince Edward" again resumed work in completing it to the wharves, and was so engaged at the close of the fiscal year.

MALPEQUE.

Malpeque is 90 miles from East Point and 40 miles from West Cape on the northern shore of the Island.

The outer end of the breakwater for a length of 100 feet has been strengthened by sheet piling; and a breastwork of piles, brush and stone has been constructed across a low part of the Royalty Sands to prevent the sea from breaking through between the main-land and the breakwater.

TIGNISH.

Tignish, Prince County, is situated near the northern extremity of the Island.

The southern breakwater has been repaired, and its outer end, and the block at the seaward end of the northern breakwater have been sheet-piled.

MIMINIGASH.

Miminigash is situated on the western coast of the Island, 15 miles south-westwardly from North Cape.

The breakwater on the northern side of the "Run" was damaged during a storm.

It has been thoroughly repaired, and the more exposed part sheet-piled.

NOVA SCOTIA.

MAIN-A-DIEU.

Is a small harbor in Cape Breton County, lying inside of Scattarie Island, which is much frequented by coasting vessels as a harbor of refuge.

A breakwater 250 feet in length is now in course of construction, with a view of

improving the shelter and shutting off the heavy ground swell formed during easterly storms.

COW BAY.

Cow Bay is about 30 miles south east of Sydney, C.B.

Very extensive repairs and additions have been made to the breakwater at this place.

Lying as it does in the mouth of the Bay and exposed to easterly storms from the Atlantic, it will, until a beach has fully formed on its seaward side, be exposed to damage, and require constant care and attention to preserve it in a state of usefulness.

LITTLE GLACE BAY.

Little Glace Bay is situated on the eastern coast of Cape Breton, about midway between Low Point and Cape Percy. The harbor is at the mouth of a small stream emptying into the Atlantic, and has been constructed and maintained by the Little Glace Bay Mining Company for the shipment of coal from their mines.

Further work of deepening the entrance to this harbor was prosecuted by the dredge "St. Lawrence" up to the 15th August, 1880.

GABARUS.

Gabarus is a small inlet on the southern side of Gabarus Bay, 10 miles to the westward of Louisburg, C.B.

In 1873 the entrance to this inlet was deepened to permit the passage of fishing boats.

During the past year this inlet has been enlarged and deepened, and further work done on the entrance.

INDIAN ISLANDS BEACH.

These islands are situated on the northern side of East Bay, a branch of the Bras d'Or, Cape Breton.

The two outer or most southern of these islands are joined to each other and the main land by beaches of sand and gravel, the longest of which is a mile in extent, and forms an excellent harbor opening to the eastward.

A passage has been partially opened through this beach for the accommodation of fishing craft seeking shelter or passing to and from the fishing grounds.

PETIT DE GRAT.

Petit de Grat, Ile Madame, Richmond County, C.B., is a passage from the Atlantic separated from St. Peter's Bay on the north by a stony beach.

The amount appropriated has been expended in partially opening a channel through this beach to admit of the passage of boats from Arichat and the southern shore of Ile Madame into fishing grounds in St. Peter's Bay.

PORT HOOD.

Is situated on the western coast of Cape Breton, about 23 miles north of the northern entrance of the Gut of Canso, 43 miles south east from East Point, Prince Edward Island, and 23 miles north east from Cape George, Antigonish County, Nova Scotia.

This pier was built by the Local Government prior to 1867. It stands in an exposed position and has suffered severely from storms and the ravages of the *Teredo Navalis* so much so that it sustained damage during the fall of 1879.

Such repairs have been effected as the amount of the appropriation would permit.

BURYING ISLAND, CANSO HARBOR.

Canso Harbor is at the extreme eastern end of the Province (Main-land) and southward of the entrance to the Gut of Canso.

This harbor from its natural situation has become a *rendez-vous* and harbor of refuge for American and Provincial fishing vessels. Lying off the harbor, and forming in past years a natural protection against south-easterly storms is, or properly was, Burying Island. It was many acres in extent, and in the early history of Acadia was a public burying ground, but year by year the sea gradually washed it away until it had become a source of danger to vessels entering.

The works undertaken by the Department consist in the construction of a breakwater 280 feet in length for the purpose of affording the same protection as the island did when of its original size.

ARISAIG

In Antigonish County, is on the southern shore of the Straits of Northumberland, about 15 miles westwardly from Cape George.

The sum of $200 has been expended in repairing the breakwater at this place, built many years ago by the Local Government.

MERIGOMISH.

The Harbor of Merigomish is situated about 8 miles to the eastward of Pictou Harbor, and its entrance is between King Head and Merigomish Point.

A pier 150 feet in length at French River was completed in April last.

NEW GLASGOW.

New Glasgow is situated on the East River of Pictou, 8 miles above the Harbor of Pictou.

The dredge "Cape Breton" was employed during August, 1880, and May and June, 1881, in deepening and improving the channel of the river opposite the shipyards above the highway bridge and in front of the town.

PICTOU ISLAND.

This island lies 8 miles north-eastwardly from the entrance to Pictou Harbor.

A portion of the amount appropriated has been expended in placing the pier near the lower end of the island in a state of repair.

RIVER JOHN.

The River John empties into John Bay at the south-eastern corner of Amet Sound, Northumberland Straits, about 12 miles northwardly of the entrance to Pictou Harbor.

The work of opening a channel through the bar at the entrance to the river was in progress on the 1st July, 1880, and was continued by the dredge "Cape Breton" until the 5th of August, up to which date a further quantity of 5,030 cubic yards of fine sand was removed.

TATAMAGOUCHE.

The Tatamagouche River, Colchester County, empties into the south-west corner of Tatamagouche Bay, Straits of Northumberland.

The work done by the "Cape Breton" consisted in opening a channel through the "Flats" up to Patterson's wharf, and in deepening and improving the channel of the Western Branch of the river up to Campbell's Mills.

PARTRIDGE ISLAND RIVER.

In Cumberland County, N.S.

The straightening and improving of the channel of this river was continued up to 30th October last, at which date a further amount of 1,330 cubic yards had been removed from Mullin's Point, and 6,510 cubic yards, from Shannon's Point, making a total of 7,840 cubic yards of mud, sand and saw-dust.

As stated in the report of last year, this work was done by hand and during the periods of low tide.

WINDSOR.

Windsor, Hants County, is situated on the western side of the River Avon, 45 miles N. W. of Halifax.

The removal of a bank of mud in front of the railway wharf was alluded to in the report of last year, and the reasons for its removal therein stated.

The work authorized was brought to a close on the 15th August 1880, and a berth of 150 feet in length for vessels drawing 15 feet of water was completed.

BROOKLYN.

Brooklyn is situated at the head of, and on the eastern side of Liverpool Bay, Queen's County.

Here the Department have constructed a breakwater forming a harbor of refuge, and some temporary repairs were made during the year to the seaward slope.

ANNAPOLIS.

Annapolis is the shire town of Annapolis County and is situated at the head of Annapolis Basin.

The partial removal of a reef of rocks to the southward of the railway wharf, dangerous to vessels entering or leaving at low tide, has been effected with the amount placed at the disposal of the Department.

METEGHAN.

Meteghan Cove, Digby County, is situated on the east coast of St. Mary's Bay, 30 miles north of Yarmouth.

The breakwater at this place was commenced in 1874, and the work done during the past year consisted in the construction of an additional length of 50 feet to the spur at its outer end, thus finally completing the structure.

NEW BRUNSWICK.

BATHURST.

Bathurst Harbor is an extensive and well sheltered basin about 3 miles in length and 2 in width which is nearly all dry at low water, excepting the channels of the Nepisiguit and other streams which unite below the Town of Bathurst forming the main channel.

This channel is obstructed by the "Seal Bar" and "Ballast Bar," and at the entrance to the harbor at a mile outside of Alston Point the "Second Bar" exists.

Much work has been done on these bars by the dredge "Canada" to obtain 12 feet at low water, and between the 28th July and 10th November, 1880, 13,027 cubic yards of sand were removed from the "Seal" and "Ballast" Bars.

GRAND ANSE.

Grand Anse, Gloucester County, is a small bay on the south shore of the Baie des Chaleurs, about half way between Shippegan Sound and Bathurst Harbor.

The sum of $195.89 was expended in repairing the flooring of the breakwater at this place.

SHIPPEGAN.

Shippegan is situated at the entrance to Baie des Chaleurs in Gloucester County, 70 miles eastwardly from Bathurst. The harbor lies between Shippegan Island and the main-land, and the works constructed some years ago are at the southern entrance.

The appropriation was expended in raising and repairing the dam across the East Gully, which was damaged during the gale of the 21st October, 1879, when the tide rose fully 4 feet above the highest point known, and 2 feet over the top of the dam.

HORSE SHOE SHOAL, MIRAMICHI.

The Horse Shoe Shoal lies directly within the entrance of the Miramichi from the Gulf of St. Lawrence, between Fox and Portage Islands.

It has for many years been a serious obstruction to vessels, and the opening of a channel will give a direct passage with an ample depth of water.

The dredge "St. Lawrence" operated on this shoal from the 30th August until the 30th October, 1880, removing a further quantity of 15,837 cubic yards of material.

It will require the use of this dredge for two full seasons to thoroughly complete this work.

RICHIBUCTO.

Richibucto is 40 miles north of Shediac, on the Straits of Northumberland.

The sand beach at the inner end of the breakwater continuing to wear away under the action of the sea, necessitated the construction of further works for its protection. What has been done will not, however, accomplish the full amount of protection required.

BUCTOUCHE.

The Harbor of Buctouche is at the mouth of the Buctouche River, Kent County.

The dredge "Canada" operated between the 28th May and 30th June last on the bar obstructing the entrance to the harbor to obtain a depth of 16 feet at low water, and up to the last date mentioned had removed 5,445 cubic yards of mussel mud, clay and shells.

POINT DU CHÊNE.

Point du Chêne, Westmorland County, is the terminus of the Intercolonial Railway in New Brunswick on the Gulf of St. Lawrence.

The railway wharf is 1,850 feet in length and was built in 1857-58, and added to in 1871-72. For the protection of the outer end a breakwater was constructed during 1875-76, and a contract has been entered into for an extension of the same for a further length of 600 feet. At the close of the fiscal year the work was well in hand.

SACKVILLE.

In Westmorland County, at the head of the Bay of Fundy, 40 miles from Moncton.

Further works for strengthening a narrow strip of marsh, known as the "Ram Pasture Neck" were completed during the fall of 1880.

These works were necessary to prevent an alteration in the course of the Tantramar River, and the destruction of the present harbor of Sackville, to which there is a branch of the Intercolonial Railway.

ST. JOHN HARBOR.

Some needed repairs were made at the close of 1880 on the breakwater at the entrance to the harbor.

Plans have been prepared for a reconstruction of that part of the work carried away by the great gale of 1878.

OROMOCTO.

The Oromocto Shoals, in the River St. John, 10 miles below Fredericton, are the principal obstruction to the navigation of the river by deep laden vessels during the periods of low water. For many years prior to 1867, the Provincial Government expended large amounts in deepening the channel, and since that date the Dominion has continued the work, but without any permanent results.

During 1878–79 a sheer-dam 1,600 feet in length was constructed for the purpose of confining and deflecting the current over the shoals; and during 1880 a further length of 600 feet of work was placed under contract in continuation of this dam to close the passage between Thatch Island and the main-land. At the close of the fiscal year this work was nearly completed.

RIVER ST. JOHN.

The further improvement of the Tobique at the Red Rapids and the Narrows was proceeded with during the low stage of water in that river.

On the main river the tow-paths were repaired, and some works for deflecting the current executed. Below the Grand Falls a number of boulders were removed from the channel.

QUEBEC.

ETANG DU NORD

Is at the western extremity of Grindstone Island, one of the Magdalen Islands in the Gulf St. Lawrence.

For the protection of vessels and boats engaged in fishing in the Gulf, the construction of a breakwater 450 feet in length was only commenced at the close of the year. This was due to the fact that the timber had to be procured on the main-land during the winter and shipped as soon after the opening of navigation as it was possible to obtain vessels.

NEW CARLISLE.

New Carlisle, the capital town of the County of Bonaventure, is on the northern side of the Baie des Chaleurs.

The construction of a pier at this place was not commenced until the 1st of June, 1881, and consequently only a reference can be made thereto. Delay in the commencement of the work was owing to the non-acquirement of the site.

CARLETON.

In Bonaventure County, is on the north shore of Baie des Chaleurs, 36 miles from Campbellton.

The amount appropriated was expended in the commencement of a landing pier at this place, towards the completion of which the locality offered twenty-five hundred dollars. A further sum was appropriated at the last session of Parliament for this work.

ESCOUMAINS.

In the County of Saguenay, on the north shore of the St. Lawrence, 24 miles from Tadousac and 68 from Murray Bay.

From the channel entrance to the harbor over 200 boulders, varying from 3 to 15 tons in weight, have been removed, and schooners can now enter and leave at half tide with ease and safety.

FISH DAMS, TADOUSAC.

Tadousac, the Capital Town of the County of Saguenay, is situated at the east side of the entrance of the River Saguenay, and is 130 miles below Quebec.

At this point a fish-breeding establishment is in operation, and several dams on the stream in connection therewith were partially raised and repaired.

ANSE ST. JEAN.

On the south-western shore of the River Saguenay, 24 miles from its mouth.

The pier at this place was commenced in 1876 under an appropriation made by the Local Government, which was expended in the construction of a block in 7 feet at low water.

The amount voted by Parliament was expended in completing works necessary for connecting this block with the shore, the total length of the pier now being 366 feet.

ST. ALPHONSE DE BAGOTVILLE.

At the head of Ha! Ha! Bay, on the south-west shore of the River Saguenay, 66 miles from its mouth.

The head of this pier has been strengthened by driving a close row of piling around the outer face and sides. Some few years ago a part of the inshore portion was burned down to low-water mark, and connection with the shore is maintained by a temporary structure which will require to be removed and the work rebuilt.

RIVER SAGUENAY.

During the year, the work of removal of boulders and rock from the channel of the river below Chicoutimi, was carried on when the lowness of the water offered facilities.

The removal of these obstructions has increased the depth of water, thus permitting vessels to reach Chicoutimi earlier in the tide than it was possible to do heretofore.

CHICOUTIMI.

The Town of Chicoutimi is situated on the southern side of the Saguenay River, 75 miles from its mouth, and at the head of navigation.

The head of the pier was lengthened on the up stream side by the construction of a block 40 feet in length, thus adding to the facilities for shipment of freight, and the safety of vessels during the periods of freshets.

RIVER DU LOUP (EN BAS).

108 miles below Quebec, on the south shore of the St. Lawrence.

A further length of 212 feet of this pier was raised during the summer and fall of 1880 and floored and ballasted, leaving a length of 216 feet still to be raised to a height of 3 feet 6 in. to complete the whole of the pier to the new level.

New sheathing and fenders are required and the iron straps on the corners will have to be replaced.

The dredging referred to in the last report was brought to a close on 23rd July, 1880.

RIVER OUELLE.

River Ouelle is 75 miles below Quebec, on the south shore of the St. Lawrence.

It having been found that the outer face of the pier at this place had received serious damage by ice during the preceding winter, extensive repairs were made.

The necessity for this was referred to in the report of last year.

CAP À L'AIGLE.

Is situated on the north shore of the River St. Lawrence, in the County of Charlevoix, 3 miles from Murray Bay.

At this place a pier 279 feet in length was commenced under a contract with persons representing the municipality, which had guaranteed the payment of $3,000 towards the construction of the work. At the close of the fiscal year one half of the undertaking had been completed.

LES EBOULEMENTS.

In the County of Charlevoix, is on the north shore of the St. Lawrence, 69 miles below Quebec.

This pier is one of the number built on the lower St. Lawrence prior to 1867. It was found necessary to effect certain repairs in November last to maintain it during the winter, and against the action of the ice in the spring.

These repairs were finally completed during the present year.

ILE AUX COUDRES.

Is 12 miles from Bay St. Paul on the north shore of the River St. Lawrence, in the County of Charlevoix.

In November last a contract was entered into with a large number of the residents of Ile aux Coudres on behalf of the municipality, which had guaranteed to furnish the sum of $4,000, to supplement a like amount voted by Parliament, for the construction of a landing pier 163 feet in length, which on 30th June last was about one third completed.

ST. THOMAS, MONTMAGNY.

On the south shore of the St. Lawrence, 30 miles below Quebec.

The amount appropriated was expended in connecting the isolated block on the western side of the basin referred to in the report of last year, with the shore, thus completing the work.

GROSSE ISLE.

Grosse Isle is an island in the River St. Lawrence 29 miles below Quebec and opposite the village of St. Thomas, Montmagny.

The amount appropriated was expended in raising and repairing the eastern landing pier in connection with the Quarantine Station, and in extending it to 10 feet at low water. The work was still in progress at the close of the fiscal year.

STE. FAMILLE.

On the Island of Orleans, 17 miles below Quebec.

During the year, the block built in 1879 was extended a distance of 30 feet to 8½ feet at half tide; in building two blocks shorewards; in raising the portion built in 1879 to the height of the new work; and in the removal of boulders from the river which obstructed the approach to the wharf. A further expenditure will be made to complete the connection of these blocks with the shore.

ST. JEAN D'ORLEANS.

On the Island of Orleans, 20 miles below Quebec.

Owing to the action of ice during the preceding winter, the outer corners and end of this pier received considerable damage.

The necessary repairs by sheathing, fendering &c., were completed in November last.

ST. LAURENT.

On the southern shore of the Island of Orleans, 15 miles below Quebec.

The outer corners of this pier have been sheathed, and fenders and ladders placed on the sides. About 100 feet of the roadway has been renewed.

CHENAL DU MOINE.

This is one of the channels of the River St. Lawrence about 3 miles below Sorel.

Here, in former years great damage has been done during the breaking up of the ice in the spring which has swept over the farms causing much loss of property.

Two piers have been built as an experiment, for the purpose of arresting and breaking up the ice as it flowed on to the land. They were completed in March last, but owing to the low stage of water at the time the St. Lawrence broke up in the spring, the ice passed away by the usual channels.

RIVER RICHELIEU.

The Richelieu empties into the St. Lawrence on its southern side at Sorel, 45 miles below Montreal.

The channel was deepened below the Lock at St. Ours. Obstructions were removed above the Lock. The entrance to the wharves at St. Denis improved, the channel cleared at Beloeil, and a depth of 8 feet obtained at low water at the entrance to the Chambly Canal.

BERTHIER (EN HAUT).

On the north shore of the River St. Lawrence, 45 miles N. E. of Montreal, and almost opposite Sorel at the mouth of the Richelieu.

The amount appropriated was expended in deepening to 9 feet below the usual low-water mark over the Vanasse, Church, and Levesque Shoals in the Berthier River, to admit of vessels coming to the wharves at Berthier.

RIVIÈRE L'ASSOMPTION

Is a River in Quebec which discharges above the village of Repentigny, where the united waters of the Rivers Jesus and Des Prairies enter the St. Lawrence.

A dredge in the service of the Department was engaged up to 14th August 1880 in deepening the channel of this river, which is navigable only for vessels of light draught.

BEAUHARNOIS.

The Chief Town of the County of Beauharnois is situated on the southern side of Lake St. Louis, River St. Lawrence, 20 miles above Montreal.

A Departmental dredge worked at this place from the 26th May until the 30th June last deepening to 9 feet at low water in front of the wharves, and in the channel leading thereto from the main river.

THE CEDARS.

A post village in the County of Soulanges, on the northern shore of the St. Lawrence, 30 miles above Montreal.

During the winter of 1880–81 the timber for a landing pier for the convenience of steamers plying on the St. Lawrence, was obtained, but the work of construction was only commenced at the close of the fiscal year.

RIVIÈRE À LA GRAISSE (RIGAUD.)

This river empties into the Ottawa on its southern side, about 15 miles above Vaudreuil.

The dredging of the channel was continued during the months of July, October and November to obtain 6 feet at low water. A large amount of work still remains to be done to complete this depth up to the Village of Rigaud.

RIVIÈRE DU NORD.

This river enters the Ottawa on its northern side at the head of the Lake of Two Mountains.

A number of boulders have been removed from the channel of the river at a point called the Rapids, about half a mile below the Village of St. Andrews, leaving a channel 58 feet wide with 4½ feet at low water.

SALMON RIVER.

This river empties into the Ottawa on its northern side.

Dredging was prosecuted between the 21st September and 21st October 1880, to obtain 6 feet at low water.

ONTARIO.

HAWKESBURY.

Hawkesbury, in the County of Prescott, is on the southern side of the Ottawa.

The dredge "Queen of Canada" was engaged from 29th July to 20th September 1880, in deepening and completing a channel already commenced, from near Grant's Point on the Ottawa to the village wharves, and giving a depth of 6 feet at low water.

GANANOQUE.

Is on the northern shore of the St. Lawrence, 18 miles below Kingston.

A small amount was expended in deepening a portion of the mouth of the Gananoque River, to admit of the entrance of a larger class of vessels for grain freights.

COBOURG.

Is situated on Lake Ontario, 72 miles east of Toronto.

An amount having been appropriated, a contract was entered into for the construction of an arm in a south-easterly direction 150 feet in length from the western pier.

At the close of the fiscal year one half of the work had been completed.

TORONTO.

Dredging the western entrance to the harbor was proceeded with from 11th August until the 24th November, 1880, at which time 27,023 cubic yards of sand and clay had been removed.

Prior to resuming the work in May last, it was found that the entrance had narrowed by the extension, during the winter, of the shoal from Hanlan's Point northward, and the dredge was engaged in the removal of the material deposited, and in further widening the entrance, and at the close of the fiscal year had removed 17,600 cubic yards, making a total of 44,623 cubic yards.

BONDEAU.

A harbor of refuge on Lake Erie, 140 miles west of Port Colborne the southern entrance of the Welland Canal.

Breaches having been made through the sand beach on the western side of the entrance to the harbor, a contract was entered into with Messrs. F. B. McNamee &

Co. for the construction of 2,000 feet of pile protection work, and at the close of the year one third of the work had been executed.

PORT ALBERT.

Port Albert is situated on the eastern shore of Lake Huron, about 9 miles north of Goderich and at the mouth of Nine Mile Creek, where a small pier has been constructed at the joint cost of the Municipality and the Dominion.

For the extension of the basin for shipping purposes, a row of close piling 300 feet in length has been driven from the eastern corner of the pier eastwardly, and a basin with 10 feet water has been formed by the removal of 18,706 cubic yards of material by the Departmental dredge "Challenge."

KINCARDINE.

The harbor of Kincardine is an artificial basin formed at the mouth of the River Penetangore, 31 miles to the northward of Goderich.

Under a contract existing with Messrs. Conlon & Canan, the entrance to the harbor, which had become reduced in depth by *detritus* brought in from Lake Huron, was restored to its normal depth, and the contract terminated.

INVERHURON.

Inverhuron is on Lake Huron, 7 miles north of Kincardine.

A small amount was expended in renewing 300 feet of the covering of the pier at this place, and replacing 200 feet of the waling, which had been destroyed by wear and tear.

BIG BAY.

Big Bay is situated on Georgian Bay, in the Township of Keppel, about 15 miles north of Owen Sound Harbor.

During the year the sum of $1,121·41 was expended in extending the pier a distance of 117 feet into 11½ feet of water, of which amount the appropriation of $500 formed a part, the balance having been provided by the municipal authorities of the Township of North Keppel.

OWEN SOUND.

The harbor of Owen Sound has been formed in the mouth of the River Sydenham, which empties into the head of Owen Sound, an arm of Georgian Bay on its western side.

The improvements undertaken at this harbor consist of the construction of two parallel rows of pile work, 200 feet apart, extending from the shore a distance of 600 feet, together with about 1000 feet of bank protection, and the dredging of the channel of the River Sydenham from the upper end of the steamboat wharf to its mouth, and from thence to 14 feet at low water, a total distance of 5,000 feet.

Towards the construction of these works, the Town of Owen Sound has contributed the sum of $13,000, and at the close of the fiscal year one third of the work had been completed.

MEAFORD

Is situated on Georgian Bay, 18 miles to the westward of Collingwood and 20 to the eastward of Owen Sound. The harbor is formed by breakwaters extending from the shore, that on the western side having an arm 200 feet in length turned in an easterly direction.

During the summer of 1880, the Local Authorities, for the enlargement of the harbor, close-piled the western side of an inner basin over which there was but a

small depth of water. On the 1st July 1880 the dredge "Challenge" commenced the deepening of this basin to 11 feet, and continued until the 4th of October, having removed 39,022 cubic yards of clay and gravel, and a large number of boulders.

COLLINGWOOD.

Collingwood Harbor is situated on Nottawasaga Bay on the southern shore of Georgian Bay, and is the terminus of the Northern, Hamilton and North Western Railway.

The necessity for deepening the entrance to this harbor to 14 feet has been stated in the Departmental Report for 1878-79, at page 37 of the Appendix.

The work done up to the close of the fiscal year was towards the completion of the channel referred to therein, and amounted to the removal, by the use of a dredge alone, of 22,790 cubic yards of hard pan, clay and boulders, at an average cost of 43 cents per cubic yard.

LITTLE CURRENT.

Little Current is the passage between Cloche and Great Manitoulin Islands, about 140 miles from Collingwood, and is on the direct route from Collingwood to Sault Ste. Marie.

Owing to the existence of a rocky ledge, the navigable channel was much narrowed and intricate of navigation, so much so that deeply laden vessels were obliged to make the outside passage through Lake Huron, which in the fall of the year is attended with danger.

The amount appropriated has been expended in the improvement of this channel by the removal of boulders and the ledge itself, with explosives, which has given a certain measure of relief, but a further amount is necessary to complete the works undertaken.

DES JOACHIMS BRIDGE.

This proposed bridge will cross the River Ottawa, at the Des Joachims Rapids, between the Counties of Pontiac, Quebec, and North Renfrew, Ontario.

At the close of the fiscal year its construction had not been commenced, owing to a delay in the approval of the plans by the Government of Ontario.

SURVEYS AND EXAMINATIONS.

During the year, surveys and examinations were made at the undermentioned localities, and with a few exceptions, plans, reports and estimates have been forwarded.

Cascumpec Harbor,	Prince Co.,	P. E. I.
Summerside,	do	do
West Cape,	do	do
French River,	Queen's Co.,	do
Rustico Harbor,	do	do
Ile Madame,	Richmond Co.,	N.S.
Petit de Grat,	do	do
Great Village River,	Colchester Co.,	do
Windsor,	Hants Co.,	do
Cape St. Mary,	Digby Co.,	do
Petite Rivière,	Lunenburg Co.,	do
Port Medway Islands,	do	do
Port Mouton,	Queen's Co.,	do
Coffin's Island,	do	do
Eagle Head,	do	do
Jones Harbor,	Shelburne Co.,	do
Jordan River,	do	do

Louis Head Harbor,	Shelburne Co.,	N. S.
Port L'Hebert	do	do
Cocagne,	Kent Co.,	N.B.
Charlo,	Restigouche Co.,	do
Fort Dufferin,	St. John Harbor,	do
Quaco,	St. John Co.,	do
St. Andrews,	Charlotte Co.,	do
Anse du Portage,	Saguenay Co.,	Quebec.
L'Anse à l'Eau,	do	do
Lake St. John,	Chicoutimi Co.,	do
Matane,	Rimouski Co.,	do
Baie St. Paul,	Charlevoix Co.,	do
Cap à l'Aigle,	do	do
Isle aux Coudres,	do	do
Les Ecureuils,	Portneuf Co.,	do
St. Pierre les Becquets,	Nicolet Co,	do
St. Ours,	Richelieu Co.,	do
St. Denis,	St. Hyacinthe Co.,	do
St. Hilaire,	Rouville Co.,	do
Missisquoi Bay,	Missisquoi Co.,	do
River Yamaska,		do
River St. Francis,		do
River St. Louis,	Beauharnois Co.,	do
Cedars,	Soulanges Co.,	do
St. Zotique,	do	do
Lake Temiscamingue,	River Ottawa,	
Des Joachims Bridge,	do	
Portsmouth Harbor,	Frontenac Co.,	Ontario.
Belleville,	Hastings Co.,	do
River Moira,	do	do
Presqu'Ile to Bay of Quinté,	Prince Ed. Co.,	do
Whitby,	Ontario Co.,	do
Pigeon Bay,	Essex Co.,	do
Pelee Island,	do	do
River Thames,		do
Point Edward,	River St. Clair, Lambton Co.,	do
Goderich,	Huron Co.,	do
Kincardine,	Bruce Co.,	do
Southampton,	do	do
Wiarton,	do	do
Meaford.	Grey Co.,	do
Collingwood,	Simcoe Co.,	do
Little Current,	Algoma Co.,	do
Neebish Rapids,	do	do
River Kaministiquia,	do	do
Prince Arthur's Landing,	do	do
Courtenay River,		B. C.

DREDGING.

The "St. Lawrence."

On 1st July, 1880, this dredge was operating at Little Glace Bay, Cape Breton deepening and improving the entrance to the harbor, continuing there until 15th August, at which date 10,587 cubic yards of clay, mud, stone, &c., had been removed, making a total of 13,387 cubic yards.

On 30th August, work was resumed on the channel through the Horse Shoe

Shoal, at the entrance to the Miramichi, N.B., and carried on until 30th October, resulting in the removal of 15,838 cubic yards of sand, clay and stone.

Work on the East River, Pictou, N.S., began on the 9th November, and closed on the 25th when the weather had become unfit for work. The material removed amounted to 4,900 cubic yards.

This dredge was placed on the slip at Pictou for general repairs. The hull was strengthened by placing a heavy belting of timber and angle irons around it, the engine and boiler, and machinery were thoroughly over-hauled and placed in working order.

On 3rd May last, the dredge was taken off the slip, and proceeded to the Horse Shoe Shoal, arriving on the 18th, but owing to stormy weather, was unable to commence work until the 26th, continuing until the 30th June, having removed up to that time 10,005 cubic yards of sand, clay and stone.

The total amount dredged during the year amounts to 41,330 cubic yards.

For work done during the previous year for private dredging, and mentioned in the last report (App. p. 28,) the sum of $325.00 was received and placed to the credit of the Receiver General.

The "Canada."

At the commencement of the year this dredge was engaged at River du Loup (*en bas*), Quebec, in deepening along the western front of the wharf, and remained until the 22nd July, removing 2,318 cubic yards of mud, clay and stone, and a total of 2,588 cubic yards

On 28th July, work was resumed on the Seal and Ballast bars, Bathurst Harbor, N.B., and continued until 10th November, removing 13,027 cubic yards of sand.

A riving in the harbor of Pictou, N. S., on the 16th November, work was commenced at the Intercolonial Railway wharf, Pictou Landing, and carried on until the 24th, 450 cubic yards of sand and mud having been removed.

This dredge was laid up in Pictou Harbor during the winter, and the repairs found to be necessary to the vessel and machinery were executed.

On 26th April last, the season's work was commenced at the coaling wharves, Middle River, Pictou, and continued until 20th May, removing 3,330 cubic yards of mud, stone, and gravel.

Arriving at Buctouche, Kent County, N. B., work was commenced on the bar obstructing the entrance to that harbor on the 28th May, and up to the close of the year, 5,445 cubic yards of mussel mud, clay and shells, were removed.

During the year this dredge removed a total of 24,570 cubic yards of materials of various kinds.

The "New Dominion."

This dredge was not placed in commission during the fiscal year. The machinery is in fair order, a new hull is needed, as the present one from age and decay is unsafe for use.

The "Cape Breton."

This dredge was engaged on the bar at the entrance to the River John, Pictou County, N.S., at the commencement of the year, and remained there until the 5th August, up to which date 5,090 cubic yards of fine sand had been removed.

On the 12th August, work was commenced at New Glasgow, Pictou County, N.S., in deepening the channel of the East River, opposite the ship yards above the highway bridge, and on the 27th it was completed, 5,345 cubic yards of sand and gravel having been removed.

Arriving at Tatamagouche, Colchester County, N.S., the work of improving and deepening the river was commenced on the 1st of September, and continued until the 15th November, when work for the season ceased, and the dredge and scows were removed to winter quarters in River John. The work done at Tatamagouche consisted in opening a channel through the flats up to Patterson's wharf, and in deepening and improving the channel of the western branch of the river up to Campbell's Mills, removing 17,130 cubic yards of mud, sand and gravel.

During the winter repairs were executed on the dredge and scows.

On the 23rd May, 1881, this dredge was taken to New Glasgow, and resumed the work of improving the channel of the East River, and up to the 30th June, had removed a further quantity of gravel amounting to 15,555 cubic yards.

The total number of cubic yards of material removed during the year amounts to 43,120 cubic yards.

Two of the scows attached to this dredge are unfit for work and not worth repairing.

The "Prince Edward."

On the 1st July 1880, this dredge was working at Pownal, Queen's County, P.E.I., in opening a passage for vessels from the main channel to the public wharf, and remained until it was completed on the 14th August, when a further quantity of 11,430 cubic yards of clay and mud had been removed, making a total at this place of 23,610 cubic yards.

From Pownal, this dredge was removed to Nine Mile Creek in the same County, where the work of opening a passage from deep water to the public wharf was commenced on the 21st August, and continued until the 11th October, 9,750 cubic yards of clay, gravel and stone having been removed.

At the last mentioned date the plant was taken to Carr's Point, on the Hillsborough River and placed at work improving the channel at that place, removing up to the 16th November, 12,165 cubic yards of sand and silt. Up to the 20th, 750 cubic yards of mud, sand and silt were removed from the river opposite Hickey's wharf, and as at that date the river closed, the dredge and scows were frozen in, and remained there until the 12th of May last.

On the 23rd May, work was resumed at Crapaud, Queen's County, and continued until the 30th June, at which time 12,240 cubic yards of sand, mud, and sandstone in ledge, had been removed, making a total of 46,355 cubic yards during the year.

The "George McKenzie."

At the commencement of the year this dredge was working under an engagement with the Assignee of the contractor for the enlargement of the St. Peter's Canal, Cape Breton, and continued until the 2nd December, when the whole of the dredging was completed, and a further quantity of 23,562 cubic yards of very tough clay, mud, stones and boulders were removed.

At the last mentioned date this dredge and scows were taken to Port Hawkesbury in the Straits of Canso, and placed on the slip at that place, on which they remained during winter, and received necessary repairs.

On the 23rd May, the plant was towed to Ragged Pond, Guysboro County, N.S., and on arrival it was found that, owing to the great changes in the channel which had taken place during the preceding winter and spring, it would be useless to attempt making any improvement—orders were therefore given to proceed to Mabou, Inverness County, Cape Breton, where work was commenced on the 2nd June, in opening a channel to 14 feet through the shoal off the entrance to the harbor, and at the close of the year, having experienced much unfavorable weather, only 1,168 cubic yards of clay, stone and sand were removed.

The total quantity of work done by this dredge during the year amounts to 24,730 cubic yards.

The sum of $13,778.23 was received from Mr. J. T. Kennedy, assignee, for the use of this dredge and scows, and for tug service at the St. Peter's Canal.

Dredge "No. 1."

The use of this dredge and scows was obtained from the Department of Railways and Canals, and on the 1st July 1880, they were employed in deepening through shoals in the River l'Assomption, L'Assomption County, Quebec, to 6 feet at low water

and continued to the 14th August, having removed up to that date 11,720 cubic yards of clay and sand.

Between the 16th August, and 3rd September, this dredge was engaged in deepening to 6 feet at low water, the approaches from the main channel of the River Richelieu to the wharves at St. Denis.

From the 4th to the 15th September, the work of removing obstructions in the channel of the Richelieu, at Belœil Bridge, amounting to 1,060 cubic yards was accomplished.

The completion of the work at St. Denis, occupied from the 16th September until the 6th October, at which time a total of 13,180 cubic yards of clay and stones had been removed.

From the 7th to the 30th October, the lower entrance to St. Ours lock was deepened to 9 feet at low water, and an obstruction above the upper entrance removed, the total dredging amounting to 5,240 cubic yards of clay and earth.

The entrance to the Chambly Canal was deepened between the 1st and 20th November, to 8 feet at low water by the removal of 3,140 cubic yards of clay and sand.

The total quantity dredged during the season amounts to 34,340 cubic yards.

This dredge has been handed back to the Department of Railways and Canals.

"*The Queen of Canada.*"

At the commencement of the fiscal year this dredge was engaged in deepening the channel of the Rivière à la Graisse, Rigaud, Quebec, and remained until the 20th of July, when it was taken to deepen the entrance to Calumet Bay, on the northern side of the Ottawa, to 6 feet at low water to permit the entrance of the steamer plying to Hawkesbury in connection with the Q. M. O. & O. Railway. This work was completed on the 28th July, by the removal of 1,375 cubic yards of clay.

Between the 29th July and 20th September, the deepening and completing to 6 feet at low water of a channel already commenced from near Grant's Point on the Ottawa, to the village of Hawkesbury, Ontario, was carried on, and 13,800 cubic yards of clay, sand and stones removed.

From the 21st September to the 21st October dredging to the extent of 7,775 cubic yards of clay and sand was prosecuted at Salmon River a small branch of the Ottawa, emptying from the northern side, to obtain 6 feet at low water.

Work on the Rivière à la Graisse was resumed on the 25th October and continued until the 6th November, up to which date 4,575 cubic yards of clay and stone had been removed during the year.

This dredge and scows were wintered in Tate's Dry Dock, Montreal, where they received thorough repair.

The work of the season of 1881 commenced on the 26th May at Beauharnois, Quebec, in dredging to 9 feet at low water, deepening in front of the wharves, and also the channel leading thereto from the main river. This work was in progress on the 30th June last, up to which date 6,260 cubic yards of clay had been removed.

The total work of this dredge during the year amounts to 33,785 cubic yards.

The "Nipissing."

This dredge with the tug, "Dennis," and two large dump scows were purchased in July, 1880, and after being put in working order, was placed at Berthier *en haut* on the 1st August, following, to open a channel to 9 feet at low water through the Vanasse, Church, and Levesque Shoals which exist in one of the channels of the St. Lawrence, called the Berthier river. Work ceased on the 10th of November, when the plant was taken to Montreal, and wintered in Tate's Dry Dock. On the 2nd June, 1881, work was resumed at Berthier and continued until the close of the fiscal year, the quantity removed to that time being 21,524 cubic yards of clay, and a very fine description of sand which was found to be very difficult to retain in the scows.

The "Challenge."

On the 1st July, 1880, this dredge and its attendant tug "Trudeau" and scows were at Meaford, Georgian Bay, and continued there until the 4th October, in opening an inner basin to 11 feet at low water for the protection of which the municipality had defrayed the cost.

The materials removed were clay, gravel, and a large quantity of boulders, amounting in the whole to 39,022 cubic yards.

This dredge and plant wintered at Sarnia and was taken on the 9th of May last to Goderich for work at Port Albert, but owing to the want of shelter at that place and the prevalence of stormy weather, work was not commenced until the 18th, and continued up to the 30th June ult. in opening up the head of the harbor to 10 feet at low water, and placing a portion of the dredged materials behind the close pile work constructed by the Department. The quantity dredged amounted to 18,706 cubic yards, and consisted of clay, gravel and sand.

DREDGING PLANT.

The dredging plant belonging to the Department is as follows.

IN THE MARITIME PROVINCES.

The steam hopper dredge — "St. Lawrence."
" " — "Canada."
The dipper dredge — "New Dominion," and 10 scows.
" " — "Cape Breton," 7 "
" " — "Prince Edward," 3 "
" " — "George McKenzie," 3 "

IN QUEBEC.

The dipper dredge "Queen of Canada," 2 scows and 1 stone-lifter.
" " "Nipissing" and 2 scows.
The steam tug "Dennis."

IN ONTARIO.

The dipper dredge "Challenge" and 3 scows.
The steam tug "Trudeau."

IN BRITISH COLUMBIA.

An elevator dredge and 4 scows.
The steam tug "Georgia."

With reference to this plant it may be stated that, with the exception of the "New Dominion" and a few scows, it is in good order and condition. The state of the hull of the "New Dominion" has been previously referred to. One of the scows attached to the "Prince Edward" was condemned during the year and sold at public auction.

Two of the scows with the "Cape Breton" have become useless and should be broken up, and the iron work used in the construction of new ones, which are much needed.

A scow attached to the "Challenge" should be condemned and replaced by another. Repairs will be required to the hull and machinery of the tug "Trudeau."

CLASSIFICATION of Disbursements of the following Dredges during the Year ended 30th June, 1881.

"ST. LAWRENCE."

Items.	July.	August.	September	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	521 15	502 74	509 33	519 33	510 37	509 33	286 33	325 52	370 16	420 77	499 12	639 20	5,613 35
Coal		235 10		642 25	88 00	84 07							1,049 42
Water				8 00		3 70							11 70
Provisions		198 27	155 61	69 67	156 96	22 62						45 29	648 42
Stores	18 16	76 12		0 60	58 02					5 90			158 80
Repairs							5 00					823 93	828 93
Pilotage	82 00	92 75	130 00	130 00	77 00						95 00		606 75
Contingencies	3 19	4 24		13 55	13 00	3 23	7 25		5 65	14 54			64 65
Totals	624 50	1,109 22	794 94	1,383 40	903 35	622 95	298 58	325 52	375 81	441 21	594 12	1,508 42	8,982 02
Working expenses	624 50	1,109 22	794 94	1,383 40	903 35		7 25				594 12	684 49	6,101 27
Repairs, ordinary						622 95	291 33	325 52	375 81	441 21		823 93	2,880 75
Totals	624 50	1,109 22	794 94	1,383 40	903 35	622 95	298 58	325 52	375 81	441 21	594 12	1,508 42	8,982 02

"CANADA."

Wages	493 70	373 51	338 00	338 00	398 00	213 00	178 00	178 00	190 50	290 47	455 50	463 00	3,909 68
Coal	185 60	154 00	499 27		33 00		96 00					69 00	1,036 87
Provisions		48 73	185 95	75 43	95 63	29 31						70 55	505 60
Stores		32 30	31 27	43 59	47 65					9 80		25 84	190 45
Equipment						85 00							85 00
Repairs							4 70					559 46	564 16
Pilotage	159 07	67 50	62 50	65 00	95 50								449 57
Contingencies	31 21			5 53	12 53								49 27
Totals	869 58	676 04	1,116 99	527 55	682 31	327 31	278 70	178 00	190 50	300 27	455 50	1,187 85	6,790 60
Working expenses	869 58	676 04	1,116 99	527 55	682 31		96 00				455 50	628 39	5,052 36
Repairs, ordinary						327 31	182 70	178 00	190 50	300 27		559 46	1,738 24
Totals	869 58	676 04	1,116 99	527 55	682 31	327 31	278 70	178 00	190 50	300 27	455 50	1,187 85	6,790 60

"NEW DOMINION."*

Wages	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	80 00	447 84	777 84
Repairs, ordinary, & wintering	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	80 00	447 84	777 84
Totals	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	25 00	80 00	447 84	777 84

"CAPE BRETON."

Wages	484 60	474 48	589 75	650 15	584 95	165 08	147 10	140 00	147 50	145 00	234 37	552 13	4,315 11
Coal		66 00		11 00	5 50	5 25							87 75
Water	88 50	48 80	43 50	39 00	25 50								245 30
Stores	2 10	117 16	5 25	3 50	97 83	27 92							253 76
Repairs	0 60											970 92	971 52
Towage	579 00	830 00	75 00		200 00							150 00	1,834 00
Contingencies					10 00	10 10							20 10
Totals	1,154 80	1,536 44	713 50	703 65	923 78	208 35	147 10	140 00	147 50	145 00	234 37	1 673 05	7,727 54
Working expenses	1,154 80	1,536 44	713 50	703 65	723 76						234 37	702 13	5,768 65
Repairs, ordinary					200 02	208 35	147 10	140 00	147 50	145 00		970 92	1,958 89
Totals	1,154 80	1,536 44	713 50	703 65	923 78	208 35	147 10	140 00	147 50	145 00	234 37	1,673 05	7,727 54

* Not in commission. Expenditure in June for repairs for working, 1881-82.

CLASSIFICATION of Disbursements of the Dredges, during the Year ended 30th June, 1881.

"PRINCE EDWARD."

Items.	July.	August.	September	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	527 75	484 50	484 50	564 50	484 50	215 88	145 00	140 00	147 50	251 25	342 77	484 50	4,272 65
Coal	154 00	82 50	.....	.....	30 85	.....	.....	.....	.....	.....	.....	42 07	309 42
Water	108 47	79 73	105 61	56 13	71 20	.....	.....	.....	.....	.....	.....	.....	4 '1 14
Stores	101 41	124 23	.....	.....	118 47	.....	50 95	.....	.....	52 35	.....	.....	447 41
Repairs	39 97	388 02	58 07	16 70	14 61	17 30	.....	.....	.....	.....	.....	.....	534 67
Pilotage	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	129 49	129 49
Towage	.....	900 00	525 00	500 00	390 00	.....	.....	.....	.....	.....	.....	125 00	2,440 00
Contingencies	4 00	.....	.....	.....	20 00	.....	9 19	.....	.....	.....	.....	.....	33 19
Totals	935 60	2,058 98	1,173 18	1,137 33	1,129 63	233 18	205 14	140 00	147 50	303 60	342 77	781 06	8,587 97
Working expenses	895 63	1,670 96	1,115 11	1,120 63	1,115 02	.....	60 14	.....	.....	.....	342 77	651 57	6,971 83
Repairs, ordinary	39 97	388 02	58 07	16 70	14 61	233 18	145 00	140 00	147 50	303 60	.....	129 49	1,616 14
Totals	935 60	2,058 98	1,173 18	1,137 33	1,129 63	233 18	205 14	140 00	147 50	303 60	342 77	781 06	8,587 97

"GEORGE McKENZIE."

Wages	491 75	484 50	477 37	484 50	484 50	307 50	145 00	140 00	147 50	145 00	262 02	491 00	4,060 64
Coal	132 00	.....	.....	.....	63 88	.....	.....	.....	.....	.....	40 50	120 00	356 38
Water	.....	.....	.....	.....	3 60	.....	.....	.....	.....	.....	.....	.....	3 60
Stores	9 60	.....	2 30	.....	13 82	.....	.....	.....	.....	.....	1 80	.....	27 52
Repairs	16 82	.....	75 85	11 46	78 76	.....	10 00	.....	.....	.....	.....	1,515 91	1,708 80
Towage	500 00	400 00	600 00	325 00	40 00	837 50	.....	.....	.....	.....	.....	275 00	2,977 50

Contingencies					*31 50*						*6 00*		*27 50*
Totals	*1,150 17*	*884 50*	*1,155 52*	*820 96*	*706 06*	*1,145 00*	*155 00*	*140 00*	*147 50*	*145 00*	*310 32*	*2,401 91*	*9,161 94*
Working expenses	*1,133 35*	*884 50*	1,079 67	809 50	627 30	837 50					310 32	886 00	6,568 14
Repairs, ordinary	*16 82*		75 85	11 46	78 76	307 50	155 00	140 00	147 50	145 00		1,515 91	2,593 80
Totals	1,150 17	884 50	1,155 52	820 96	706 06	1,145 00	155 00	140 00	147 50	145 00	310 32	2,401 91	9,161 94

HAND DREDGING AT WINDSOR, N.S.

Wages		535 25											535 25
Towage		25 00											25 00
Totals		560 25											560 25
Working expenses		560 25											560 25
Totals		560 25											560 25

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"No. 1."*

Wages	395 25	368 75	468 75	413 75	297 00								1,943 50
Wood	7 50			9 75	59 25								76 50
Stores	29 21	8 15	9 95	3 90	9 62								60 83
Equipment	6 50	13 67											20 17
Repairs	19 78	3 15	28 70	37 65	68 29								157 57
Pilotage		6 00		3 00									9 00
Towage		302 00	903 00		150 00								1,355 00
Contingencies	30 00	128 50	5 25	14 70	5 00								183 45
Totals	488 24	830 22	1,415 65	482 75	589 16								3,806 02
Working expenses	468 46	827 07	1,386 95	445 10	520 87								3,648 45
Repairs, ordinary	19 78	3 15	28 70	37 65	68 29								157 57
Totals	488 24	830 22	1,415 65	482 75	589 16								3,806 02

* This dredge and plant belongs to the Department of Railways and Canals, and was only loaned for the foregoing period.

CLASSIFICATION of Disbursements of the following Dredges, during the Year ended 30th June, 1881.

"QUEEN OF CANADA."

Items.	July.	August.	September	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	534 50	598 50	483 83	517 46	218 16	.....	.....	.....	.....	148 00	305 45	579 00	3,384 90
Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 18	.....	132 18
Wood	18 75	40 60	58 88	57 00	35 83	.....	.....	.....	.....	.....	.....	.....	211 06
Stores	49 45	.....	9 99	.....	6 97	.....	.....	.....	.....	.....	71 25	20 46	158 12
Equipment	.....	27 60	.....	30 00	.....	.....	.....	.....	.....	.....	129 40	.....	187 00
Repairs	14 20	21 50	.....	12 29	44 50	.....	.....	.....	.....	.....	1,442 33	15 95	1,550 77
Towage	61 00	.....	15 00	.....	134 00	.....	.....	.....	.....	.....	.....	.....	255 00
Wharfage	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	125 00	.....	125 00
Contingencies	33 22	.....	3 00	.....	6 30	.....	.....	.....	.....	.....	39 67	.....	81 19
Totals	710 12	688 20	567 70	664 75	445 76	.....	.....	.....	.....	148 00	2,245 28	615 41	6,085 22
Working expenses	695 92	666 70	567 70	652 46	401 26	.....	.....	.....	.....	148 00	802 95	599 46	4,534 45
Repairs, ordinary	14 20	21 50	.....	12 29	44 50	.....	.....	.....	.....	.....	.....	15 95	108 44
" extraordinary	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,442 33	.....	1,442 33
Totals	710 12	688 20	567 70	664 75	445 76	.....	.....	.....	.....	148 00	2,245 28	615 41	6,085 22

"NIPISSING."

Wages	641 59	434 10	408 11	414 00	275 68					202 05	382 24	410 93	3,168 70
Coal	35 00	345 43	273 00	203 13	62 26						775 63		1,694 45
Stores	80 47	2 18	13 01	8 95	47 88						96 31	4 35	253 15
Equipment	350 60	5 50		65 66							55 38		477 14
Repairs	1,357 43	16 10	21 25	6 80	36 50						2,071 86	9 95	3,519 89
Pilotage	20 00												20 00
Towage	100 00				100 00								200 00
Wharfage											150 00		150 00
Contingencies	162 55	40 00	6 50	12 25	4 15							6 75	232 20
Totals	2,747 64	843 31	721 87	710 79	526 47					202 05	3,531 42	431 98	9,715 53
Working expenses	1,039 61	837 81	721 87	703 99	489 97					202 05	1,459 56	422 03	5,876 89
Repairs, ordinary		5 50		6 80	36 50							9 95	58 75
" extraordinary	1,708 03										2,071 86		3,779 89
Totals	2,747 64	843 31	721 87	710 79	526 47					202 05	3,531 42	431 98	9,715 53

"CHALLENGE."

Wages	331 00	331 00	328 73	260 57	40 00	40 00	40 00	40 00	72 26	156 00	293 87	298 66	2,232 09
Coal				74 00						20 00		16 50	110 50
Wood	60 75	80 99	86 62							25 00	50 00	114 00	417 36
Provisions	109 98	104 62	99 37	68 63							79 85	105 84	568 29
Stores	59 04		22 64						10 37	71 23	17 85	61 91	243 04
Equipment			16 43							45 95	11 63	39 78	113 79
Repairs	150 30	11 65	31 59	10 78						483 96		15 62	703 90
Towage				750 00						11 00	150 00		911 00
Wharfage										30 00			30 00
Contingencies	50 90		122 94	31 23		13 50			4 10	1 75	2 70	3 40	230 52
Totals	761 97	528 26	708 32	1,195 21	40 00	53 50	40 00	40 00	86 73	844 89	605 90	655 71	5,560 49
Working expenses	611 67	576 61	676 73	1,841 43	40 00	53 50	40 00	40 00	86 73	360 93	605 90	640 09	4,856 59
Repairs, ordinary	150 30	11 65	31 59	10 78								15 62	219 94
" extraordinary										483 96			483 96
Totals	761 97	528 26	708 32	1,195 21	40 00	53 50	40 00	40 00	86 73	844 89	605 90	655 71	5,560 49

CLASSIFICATION and Quantities of Material removed by the following Dredges during the Year ended 30th June, 1881.

"ST. LAWRENCE."

Description of Material Dredged.	July.	August.	September	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
													cubic yds.
Clay and stone	3,894	2,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,694
Sand, ordinary	.....	350	7,787½	7,700	.....	.....	.....	.....	.....	.....	2,888½	7,116½	25,842½
Mud	3,893½	.....	.....	.....	4,900	.....	.....	.....	.....	.....	.....	.....	8,793½
Totals	7,787½	3,150	7,787½	7,700	4,900	.....	.....	.....	.....	.....	2,888½	7,116½	41,330

"CANADA."

Gravel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	990	.....	990
Clay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,845	1,845
Clay and stone	787½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	787½
Sand, ordinary	.....	4,027½	3,690	4,050	810	.....	.....	.....	.....	.....	.....	.....	12,577½
Mud	1,980	.....	.....	.....	450	.....	.....	.....	.....	720	2,430	2,790	8,370
Totals	2,767½	4,027½	3,690	4,050	1,260	.....	.....	.....	.....	720	3,420	4,635	24,570

"CAPE BRETON."

Gravel	.....	3,130	.....	.....	180	.....	.....	.....	.....	.....	2,015	13,540	18,865
Sand, ordinary	.....	.....	.....	.....	280	.....	.....	.....	.....	.....	.....	.....	280
Sand, very fine	4,470	2,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,305
Mud	.....	.....	7,060	6,840	2,770	.....	.....	.....	.....	.....	.....	.....	16,670
Totals	4,470	5,965	7,060	6,840	3,230	.....	.....	.....	.....	.....	2,015	13,540	43,120

"PRINCE EDWARD."

Hard-pan				1,830									1,830
Boulders												900	900
Clay	4,395	2,370											6,765
Clay and stone			5,790										5,790
Sand, ordinary				3,060	6,405						1,980	8,580	20,025
Mud	4,395	2,400		3,060	390						780		11,025
Totals	8,790	4,770	5,790	7,950	6,795						2,760	9,480	46,335

"GEORGE McKENZIE."

Hard-pan					509								509
Boulders	2,278			1,303									3,581
Clay	2,279		1,600	1,303									5,182
Clay and stone		3,674	4,706	1,303	4,209	398						1,168	15,458
Totals	4,557	3,674	6,306	3,909	4,718	398						1,168	24,730

HAND DREDGING AT WINDSOR, N.S.

Sand, ordinary	700	600											1,300
Mud	1,000	1,000											2,000
Totals	1,700	1,600											3,300

CLASSIFICATION and Quantities of Material removed by the following Dredges, during the Year ended 30th June, 1881.

"No. 1."

Description of Material Dredged.	July.	August.	September	October.	November.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
Boulders			920										920
Clay	3,010	740	1,660	4,260	1,820								11,490
Clay and stone	5,160	5,700	4,320		600								15,780
Sand, ordinary	2,070	740		2,620									5,430
Sand, very fine					720								720
Totals	10,240	7,180	6,900	6,880	3,140								34,340

"QUEEN OF CANADA."

													Cubic Yds.
Boulders	350		650	375	275								1,650
Gravel				1,025									1,025
Clay	5,437	3.125	3,600	3,825							770	4,745	21,502
Clay and stone		275	1,700									745	2,720
Sand, ordinary	488	5 600		800									6,888
Totals	6,275	9,000	5,950	6,025	275						770	5,490	33,785

"NIPISSING."

Clay		5,963	5,624	1,575									13,162
Sand, very fine				3,000	1,050							4,312	8,362
Totals		5,963	5,624	4,575	1,050							4,312	21,524

"CHALLENGE."

Gravel	1,760	12,686	8,968	1,218								696	25,328
Clay		1,212									3,218	7,506	11,936
Clay and stone	7,784	754	4,640								988	3,132	17,298
Sand, ordinary												464	464
Mud											1,600	1,102	2,702
Totals	9,544	14,652	13,608	1,218							5,806	12,900	57,728

DETAILS of Dredging in the Maritime Provinces, and at Rivière

Dredge.	Locality.	County.	NEW BRUNSWICK.		
			Quantity.	Cost.	Total Cost.
			cub. yds.	$ cts.	$ cts.
"New Dominion".	Not in commission				
"Canada"	Rivière du Loup	Temiscouata, Que.			
	Bathurst	Gloucester, N.B.	13,027	3,898 05	
	Buctouche	Kent, N.B.	5,445	1,629 24	
	Railway Wharf	Pictou, N.S.			
	Coal Wharves	do			
					5,527 29
"Cape Breton"	River John	Pictou, N.S.			
	New Glasgow	do			
	Tatamagouche	Colchester, N.S.			
"Prince Edward"	Pownal	Queen's, P.E.I			
	Nine Mile Creek	do			
	Hillsborough River	do			
	Crapaud	do			
"St. Lawrence"	Horse Shoe Shoal	North'berland, N.B.	25,843	6,080 72	
	Little Glace Bay	Cape Breton, N.S.			
	East River	Pictou, N.S.			
					6,080 72
"Geo. McKenzie".	St. Peter's Canal	Richmond, N.S.			
	Mabou	Inverness, N.S			
By hand	Windsor	Hants, N.S.			
			44,315		11,608 01

Dredge.	NEW BRUNSWICK.		NOVA SCOTIA.		P. E. ISLAND.	
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
	cub. yds.	$ cts.	cub. yds.	$ cts.	cub. yds.	$ cts.
"New Dominion" (not in commission)						
"Canada"	18,472	5,527 29	3,780	1,131 03		
"Cape Breton"			43,120	8,366 69		
"Prince Edward"					46,335	9,298 53
"St. Lawrence"	25,843	6,080 72	15,487	3,644 20		
"Geo. McKenzie"			24,730	9,912 72		
By hand			3,300	560 25		
	44,315	11,608 01	90,417	23,621 89	46,335	9,298 53

du Loup (*en bas*), Quebec, during the Year ended 30th June, 1881.

Nova Scotia.			P. E. Island.			Quebec.			Quantity by each Dredge.	Total Cost.
Quantity.	Cost.	Total Cost.	Quantity.	Cost.	Total Cost.	Quantity.	Cost.	Total Cost.		
c. yds.	$ cts.	$ cts.	c. yds.	$ cts.	$ cts.	c. yds.	$ cts.	$ cts.	c. yds.	$ cts.
										777 84
						2,318	693 44			
450	134 64									
3,330	996 39									
		1,131 03						693 44	24,570	7,351 76
5,090	987 63									
20,900	4,055 29									
17,130	3,323 77									
		8,366 69							43,120	8,366 69
			11,430	2,293 78						
			9,750	1,956 63						
			12,915	2,591 79						
			12,240	2,456 33						
					9,298 53				46,335	9,298 53
10,587	2,491 23									
4,900	1,152 97									
		3,644 20							41,330	9,724 92
23,562	9,451 22									
1,168	468 50									
		9,919 72							24,730	9,919 72
3,300		560 25							3,300	560 25
90,417		23,621 89	46,335		9,298 53	2,318		693 44	183,385	45,999 71

Quebec.		Total Quantity.	Cost of Dredging.	Cost of Superintendence.	Total Cost.	Cost per Cubic Yard.
Quantity.	Cost.					
cub. yds.	$ cts.	cub. yds.	$ cts.	$ cts.	$ cts.	cents.
			777 84		777 84	
2,318	693 44	24,750	6,790 60	561 16	7,351 76	29·922
		43,120	7,727 54	639 15	8,366 69	19·403
		46,335	8,587 97	710 56	9,298 53	20·068
		41,330	8,982 02	742 90	9,724 92	23·530
		24,730	9,161 94	757 78	9,919 72	40·112
		3,300	560 25		560 25	16·977
2,318	693 44	183,385	42,588 16	3,411 55	45,999 71	25·008

Details of Dredging in Ontario and Quebec, during the Year ended 30th June, 1881.

Dredge.	Locality.	County.	Province.	Quantity.	Total Quantity.	Total Cost.	Cost per Cubic yard.
					cubic yards.	$ cts.	cents.
"No. 1."	Chambly	Chambly	Quebec	3,140			
	Belœil	Verchères	do	1,060			
	St. Denis	St. Hyacinthe	do	13,180	34,340	3,806 02	11·08
	St. Ours	Richelieu	do	5,240			
	L'Assomption	L'Assomption	do	11,720			
"Nipissing."	Berthier (*en haut*)	Berthier	Quebec	21,524	21,524	9,715 53	45·13
"Queen of Canada"	Beauharnois	Beauharnois	Quebec	6,260			
	Rigaud	Vaudreuil	do	4,575			
	Calumet	Argenteuil	do	1,375	33,785	6,085 22	18·01
	Salmon River	Ottawa	do	7,775			
	Hawkesbury	Prescott	Ontario	13,800			
"Challenge"	Meaford	Grey	Ontario	39,022	57,728	5,560 49	9·63
	Port Albert	Huron	do	18,706			

APPENDIX No. 6.

REPORT ON PUBLIC WORKS IN BRITISH COLUMBIA, BY HON. J. W. TRUTCH, C.M.G.

No. 19306.

VICTORIA, B.C., 18th November, 1881.

SIR,—In obedience to your directions to me by Departmental letter No. 3983 of the 24th September last, I now have the honor to lay before you the enclosed statement of Public Works carried on under my charge in this Province, during the fiscal year ended 30th June last.

This statement has been prepared in accordance, as nearly as has been found practicable, with the instructions contained in Departmental letter No. 3350 of 7th September, 1880; but the special circumstances attending the initiation and execution of some of the works referred to have precluded a literal compliance with all the requirements therein prescribed.

I have omitted all mention of telegraph works in this statement as you will, of course, receive a full report thereon from the proper source of information on that service, the General Superintendent of Telegraph and Signal Services; and I therefore need only refer to my letters of 23rd May and 27th June, in which I have communicated to you such observations on this subject as I have felt it incumbent on me to present for your consideration.

The only new works actually undertaken during the last fiscal year under the Public Works Department in British Columbia, with the exception of those connected with the telegraph service, were 1st, the improvement of the navigation of Naas River by removal of snags; and 2nd, the deepening of the channel of Fraser River, by dredging at Woodward's Slough.

The first of these works has been carried on under the immediate supervision of Mr. H. E. Croasdaile, whose reports on the progress of the work as far as at present executed, have been forwarded to you in my several letters of 3rd August and 18th December, 1880, and ultimate reports of to-day's date.

As to the dredging work in Fraser River, a full report was conveyed to you in my letter of 28th December last, since which date and up to the present time the dredge vessels have remained laid up in the Coquitlem River about four miles above New-Westminster.

In relation to the proposed improvement of the channel of the Skeena River I have also placed you in possession of all the information I can furnish through my letter to you of 16th May last.

Nothing was done last year towards the construction of the contemplated Custom House Wharf at Victoria beyond a survey of the locality and the preparation of plans, specifications and estimates for the work by Mr. Tiedemann, on which I reported in my letter to you of 8th January last, and handed in to the Department at Ottawa on my arrival there in February.

My several letters to you of 17th May, 28th June and 16th September last have communicated so fully all the facts, and my views thereon, as to the work of the removal of "Beaver Rock," Victoria Harbor, that I have no further remarks to lay before you on this subject, which I could hope would be of any practical value.

The only other public work in the Province to which I have to allude, (as I suppose it unnecessary to comment upon the few small items of repairs of Public

Buildings generally which were executed during last fiscal year to an aggregate amount of cost of only $191.53), is that of the repairs and alterations to the Post Office Building which were done mainly by contract approved by you, and partly by days work, the whole expenditure having, however, been kept within the prescribed limit authorized for the work.

The stability and suitableness of this building have been greatly increased by the work so done during the last fiscal year, and will be still more completely perfected when the additional work now being executed on the building has been carried out.

I have the honor to be,
Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Hon. Sir Hector L. Langevin, K.C.M.G., C.B.,
Minister of Public Works, Ottawa, Canada.

STATEMENT of Public Works carried on in the Province of British Columbia, during Fiscal Year ended 30th June, 1881.

Name of Work.	Province, District or County.	Number and Date of Letter or Paper authorizing Expenditure.	Expenditure authorized.	Expenditure or Liability incurred from 30th June, 1880, to 1st July, 1881.	Amount required on 1st July, 1881, for completion of unfinished works.	Remarks.
			$ cts.	$ cts.	$ cts.	
Naas River Improvement		Letter No. 1930, May 18, 1880	1,000 00	990 84	Nil.	
Skeena River do		Letter No. 3099, Aug. 16, 1880	500 00	Nil.		No work done.
Wharf and Store-house at Custom House	Victoria	Letter No. 2865, Aug 3, 1880	Vote 5,000 00	Nil.	Nil.	do
Post Office Alterations	do	Telegram, Aug. 19, 1880	" 10,000 00 9,000 00	9,540 37		
Dredger	New Westminst'r District.	Telegrams, 4th, 13th and 16th Sept., '80.	" 10,000 00 9,000 00	Paid at Ottawa 1,600 00 7,585 28		
Beaver Rock	Victoria Harbor.	Telegram, 16th April, 1881	1,000 00	939 61	5,500	
Repairs to Public Buildings, general		Letter No. 4564, Nov. 15, 1880		191 53		

JOSEPH W. TRUTCH,

18th November, 1881.

NAAS RIVER IMPROVEMENT.

No. 7056.

VICTORIA, B.C., 3rd August, 1880.

SIR,—I have the honor to enclose for your information copies of a letter to me from Capt. Croasdaile and of my reply of this day's date.

I trust you may concur in the approval I have conveyed to Captain Croasdaile of his suggestions as to the manner of executing the proposed work of removing snags from the Naas River.

Be pleased to instruct me as to the refund applied for by Captain Croasdaile of the sum of seventy-five dollars ($75.00) expended by him this spring.

I have telegraphed to you to-day for the funds necessary to meet Captain Croasdaile expenditures on this work to the amount of the sum appropriated for the purpose, viz: $1,000.00.

I have the honor to be, Sir,
Your obedient servant,
JOSEPH W. TRUTCH.

The Hon. HECTOR L. LANGEVIN, C. B.,
Minister of Public Works, Ottawa, Canada.

NAAS RIVER FISHERY, 9th July, 1880.

SIR,—I have the honor to acknowledge the receipt, on the 6th of this month, of your communication dated the 5th June, and I desire to express my acknowledgment of the confidence placed in me by being authorized to expend, in clearing the river of snags, the $1,000.00 voted for that purpose.

In reply to your wish for information as to the most judicious way of carrying on the work, I beg to state that the river at present is too high for operations, but it generally falls considerably in August, and towards the end of that month or the beginning of September work could be advantageously commenced.

I think it would be advisable to do the work by day labor and under my own supervision, for this reason: that excepting those in my employment there are only two or three white men on the river who are workingmen, and they are without scows or other necessary means for the work; and I would also suggest that a portion of the money only be expended this autumn and the remainder next spring, unless favorable weather should occur this year, when the work might be completed.

The implements and other appliances required will be: grappling irons, chains, windlass, blocks and tackles, etc., and two scows. The grappling irons I would propose making up here at my blacksmith's shop, the iron for which and some blocks and chains will have to be purchased in Victoria. The scows and other appliances I have here for the use of which I would charge a reasonable price. I would hope to get about ten miles of the lower channel cleared.

Requesting that you will be good enough to inform me if you approve of my suggestions, and also if I should give orders on you for payment of such supplies as I shall have to get from Victoria,

I have the honor to remain, Sir,
Your obedient servant,
HENRY E. CROASDAILE.

P.S.—This spring I had a small number of snags removed, the value of the work being about $75.00. I trust I may be refunded this amount on producing vouchers.

The Hon. J. W. TRUTCH, Victoria, B.C.

VICTORIA, B. C., 3rd August, 1880.

SIR,—Referring to your letter of the 9th ultimo, which reached me yesterday, I beg to state that your proposal to have the work of clearing snags out of the Naas River carried out by day labour under your personal supervision is approved, and you are requested to undertake this work accordingly in the manner and on the terms suggested in your letter.

I have telegraphed to the Minister of Public Works for the funds to be expended on this work, the amount of which, as you were before apprised, is absolutely restricted to one thousand dollars ($1,000.00) which sum is to cover all expenditure for labor, materials, tools, superintendence and otherwise connected with the work.

As soon as I am placed in a position to do so by the necessary funds being placed to my credit here, I shall be ready to honor your orders for payments within the limits above stated, provided all such payments are accompanied by duly receipted vouchers and pay rolls, blank forms for which are sent you herewith.

I will submit for the consideration of the Honorable the Minister your application to have refunded to you the sum of seventy-five dollars ($75.00) expended by you this spring in removing snags from the Naas River.

I have the honor to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

HENRY E. CROASDAILE, Esq.
Naas River, B. C.

No. 10532.

VICTORIA, B.C., 18th December, 1880.

SIR,—I have the honor to transmit to you herewith, copy of a letter to me dated the 29th ultimo, but which has only reached me to-day, from Captain Croasdaile, conveying the information in relation to the Naas River which was called for by your instructions to me by Departmental letter No. 2865 of the 3rd August last, together with a copy of the Admiralty Chart of Naas River, on which Capt. Croasdaile has indicated by distinguishing colors, (1) the portions of the river from which the snags have been cleared or partially cleared under his superintendence, (2) those where such work has yet to done, and (3) the shoal parts of the channel which require to be dredged and buoyed.

I visited Naas River in 1869 and again in 1872, but my opportunities of inspecting the channel of the river on those occasions were very restricted and my observations only cursory. I do not feel myself warranted therefore, especially after so long a period, in making any remarks or suggestions on the proposed improvement of the navigation of this river,

I may, however, observe that Capt. Croasdaile appears to have taken considerable trouble in ascertaining the facts, as to the depth of water, and the nature of the impediments in the channel, and to have carefully studied the best means of improving the river both with a view to its navigation, and to its facilities for increased catch of fish; and that I feel confident that under his supervision the money appropriated for this purpose will continue to be advantageously expended.

I have the honor to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Hon. HECTOR L. LANGEVIN, C. B.,
Minister of Public Works,
Ottawa, Canada.

VICTORIA, B.C., 29th Nov., 1880.

SIR,—In reply to the letter of your Secretary, requesting me to furnish you with particulars of the work to be done in improving the navigation of the Naas River, and the benefits to be derived therefrom, I beg to state as follows:—

The nature of the improvements to navigation possible to be carried out with the amount ($1,000.00) of the vote passed, is the removal of snags from the channel of the river; as to deepen it on the bars by dredging would be beyond accomplishment for the sum at present applicable.

The channel of the river has a great many snags in it, some of a large size and deeply embedded in the sand and mud and several feet below the surface of the water, which renders them dangerous for a steamer. These snags have been accumulating for many years, and when the old ones are once cleared away it will be comparatively easy to keep the channel clear in the future.

I think that the channel can be cleared for some ten or twelve miles sufficiently for all practical purposes for the amount voted, possibly for a little less, and, should the latter prove the case, I would suggest that any surplus left should be applied to buoying the river at the shortest places. The benefits to be derived are two-fold. In the first place it will be much safer for coasting steamers to run up the river; and as there is a large fishery some twelve miles from the mouth, besides a steam saw mill, and several trading posts, it will be greatly to the advantage of the residents on the Naas that steamboat communication should be facilitated.

Secondly, clearing the river of snags will tend to largely increase the yield of salmon from the river; as these obtructions greatly interfere with drift-net fishing, and as salmon curing is the principal industry of that district, a direct benefit will be derived.

I beg to hand herewith a chart of the river showing the channel, the part where snagging has already been carried on and the bars where I would advise buoys being placed, should a portion of the vote remain unexpended after removing the snags. I may mention that the soundings marked are only correct during dead low water in winter, when the sources of the river are nearly all frozen up. About April the river commences to rise, and from that month until October or November the river is very much deeper, steamers—one a gunboat—having ascended it some 15 miles.

I have, &c.,

HENRY E. CROASDAILE.

To Hon. J. W. TRUTCH,
Victoria, C.B.

VICTORIA, B. C., 18th November, 1881.

No. 19420.

SIR,—Referring to my last letter to you of the 18th December last, on the subject of the improvement of Naas River, by the removal of snags from the channel, I have now the honour to enclose for your information, copies of further reports on this work, dated respectively 3rd June last, and 18th instant, from Mr. H. E. Croasdaile, under whose superintendence this improvement has been carried on, giving an account of the work up to the present time.

I regret that I am unable to furnish you with any information on this work, beyond that afforded by Mr. Croasdaile's reports. I may add, however, that I should think it would be judicious if the Department, having undertaken this work and expended thereon the sum of $1,000, would appropriate the further sum of $500, as suggested by Mr. Croasdaile, on faith of the assurance he gives that for this outlay

the channel of the Naas River would be certainly cleared of snags and the navigation rendered free of risk from such impediments:

I have the honour to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Honourable
Sir HECTOR L. LANGEVIN, K. C. M. G., C. B.,
Minister of Public Works, Ottawa,
Canada.

NAAS RIVER, B. C., 3rd June, 1881.

SIR,—I have the honour to inform you, that I have had the work of clearing this river of snags, and marking the channel in places with buoys, carried on during portions of the last two months when the weather permitted. I should have had more work done, but that there was no one here competent or willing to act as foreman previous to the time of work commencing.

The navigation of the river has been very much improved, and the steamer *Grappler*, has this season been twice up it to a distance of thirteen or fourteen miles from the mouth, it being the first time a coasting steamer having anything like her draught of water has ascended the river.

There is still much work to be done to get the channel properly cleared, and I venture to hope you will use your influence and recommend that at least the residue of the vote passed for this river should be expended upon it this autumn.

I have had ten buoys laid down at the two most difficult crossings of the river and have two mushroom anchors still on hand, so that I can replace any of these buoys if necessary. I have also chain, hemp rope, two pairs of grappling tongs and one anchor in charge; a portion of the chain purchased last year I have used in anchoring the buoys. I am sending down vouchers for the work done, and have the honor to request that payment may be made to Mr. M. T. Johnson on my behalf.

I have the honor to be, Sir,
Your obedient servant,

HENRY E. CROASDAILE.

The Hon. J. W. TRUTCH,
Agent of the Dominion Government,
British Columbia.

Victoria, B.C., 18th November, 1881.

SIR,—In reply to your letter of the 16th inst. I have the honor to report for your information that since my last letter of 3rd June, little work has been done towards improving the navigation of the Naas river; the grant of money for that purpose having been almost entirely expended up to that date. I had, however, some more snags raised and removed and the buoys watched. Several of these latter had to be altered, as the channel of the river changed at one of the crossings. Several also were removed from their positions by strong winds and tides; and the anchor of one has been so embedded by a channel filling up, that it will be impossible to raise it. I have sent instructions to the river to have all the buoys taken on shore for the winter, as the drift ice would otherwise carry them away. The anchors I used for buoying the channel were only 200 lbs. weight, of the mushroom pattern. These I find are not sufficiently heavy to stand the strong current of the river. On the whole the navigation of the river has been greatly benefited by the small Govern-

ment aid granted. For the first time in its history the ordinary coasting steamers have been making trips up it for some 14 miles from April to October, and have only touched snags on one or two occasions. If the Government would make another grant of, say $500, the channel might be perfectly cleared of these dangers to navigation; and a small yearly allowance of, say $100, would suffice to place the buoys in the spring of each year, keep them in order and position, and remove them for safe keeping each autumn.

I have the honor to be, Sir,
Your obedient servant,

HENRY E. CROASDAILE.

Hon. J. W. TRUTCH, C.M.G.,
Victoria, B. C.

SKEENA RIVER IMPROVEMENT.

No. 14366.

VICTORIA, B. C., 16th May, 1881.

SIR,—I have the honor to transmit to you herewith, with reference to my letter of the 8th January last, a copy of a letter and accompanying plan from Mr. J. E. White to whom Mr. J. H. Turner referred my letter to him asking for a report on the obstructions to the navigation of the Skeena River.

It is so long since I visited the Skeena River, that I am unable to offer an independent opinion on this matter of improving the channel of this river; and the distance from Victoria to the Skeena is so considerable that I can hardly hope to have an opportunity of revisiting.

I can only, therefore, suggest that should you conclude to appropriate any money for the removal of the snags and other obstructions from the channel of this river, the expenditure of the sum appropriated may be entrusted to some person resident on the spot, as has been done in the case of the work now proceeding at Naas River under Mr. Croasdaile.

I have no doubt that the judicious expenditure at Skeena River of a similar sum to that appropriated for the work at the Naas would be productive of very material benefit to the navigation of the river and to the fishing interest there.

I have the honour to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Hon. H. L. LANGEVIN, C.B.,
Minister of Public Works,
Ottawa.

INVERNESS, B.C., 4th March, 1881.

SIR,—In reply to yours of 22nd October, 1880, to M. J.H. Turner, which was sent me by that gentleman to answer, I beg to enclose a rough sketch of that part of the Skeena River which most requires improvement, and to call your attention to the marks in red ink which note the locality of the obstructions to navigation. The said obstructions consist of huge trees which have from time to time been deposited in the bed of the channel of the river, discernible at low but generally covered at high water mark, thereby making it extremely dangerous to steamboats travelling up and down the river. In addition to the peril of navigation these obstructions greatly

retard the work and vastly increase the expense of the salmon fishing, which is now an established industry upon this river, by snagging the nets which causes a great loss of time to the canneries, and often a partial if not total loss of their valuable nets. In reply to your query "What would be the probable cost of the proposed improvements, and of the benefits to be derived thereupon," I beg to say that the benefits to be derived would be twofold; first, lessening the danger of navigation in the river, and secondly the vast assistance it would render to the canneries in the prosecution of their industry. I may here state that during the past four years the canneries themselves have been to great expense in removing some of the obstructions.

With regard to the probable cost of the proposed work it would be very difficult to estimate, but I think that fifteen hundred dollars judiciously expended would clear away the most prominent obstructions that are in the river, *vide* enclosed estimate.

I have the honor, &c.,

J. E. WHITE.

HON. JOSEPH W. TRUTCH,
Victoria, B.C.

Memo of sundries required for clearing Skeena river of obstructions to navigation.

1 large scow cost, say		$300 00
1 crab winch	"	150 00
1 pair 8 feet claws	"	15 00
1 coil 6-inch rope	"	30 00
1 anchor 250 lbs.	"	30 00
1 " 150 "	"	20 00
2 boats	"	100 00
Wages 6 men @ $50 each for 3 months		900 00
Wages for one man @ $100 for 3 months		300 00
1 coil 3 inch rope		15 00
		$1,860 00

CUSTOM HOUSE WHARF, VICTORIA, B. C.

No. 11095.

VICTORIA, B. C., 8th January, 1881.

SIR,—I much regret that your instructions to me by Departmental letter No. 2,865, of 3rd August, should be still unfulfilled as regards the information required in relation to (1) The Custom House Wharf at Victoria; (2) Murderer's Bar, Fraser River; (3) The Black Canon, Thompson River, and (4) The Mouth of Skeena River.

Mr. Tiedemann has made a survey of the Government lots on which the Custom House at Victoria stands, and of the adjoining property, and has made profiles thereof, including soundings of the harbor and borings of the bottom extending to the outer limit of the proposed wharf. He is now engaged on a design for the wharf, and in framing estimates of the cost thereof. I fully expected to have received these plans and designs in time to forward them, with my observations thereon, by this mail.

Mr. Hamlin, of the Engineering Staff of the Canadian Pacific Railway, has made a survey of the Black Canon of the Thompson, as also of Murderer's Bar, in the Fraser, near which latter point he is now encamped, and I am expecting to receive from him sketches of both these localities with such information as he has been able to obtain on the spot, regarding these two impediments to steamboat navigation, and his suggestions for their removal or amelioration.

The very severe and stormy weather we have had lately has no doubt rendered it impracticable to do any office work in camp, and delayed Mr. Hamlin's completion

of these plans and reports. Immediately on receiving Mr. Hamlin's reports I should transmit them to you, and append such information and opinion as I can offer for your consideration regarding the contemplated works at the two points just named.

I confidently anticipate that I shall be in a position to forward to you reports on the above three subjects within the ensuing week or ten days, but I have no prospect of being able to obtain at present any sketch of Skeena Mouth, or reliable information as to the impediments to its navigation alluded to in your directions to me. Mr. J. H. Turner, to whom you directed me to apply, has, however, promised to supply chart and report on this locality in the early spring.

I have the honor to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Hon. HECTOR L. LANGEVIN, C.B.,
Minister of Public Works,
Ottawa, Canada.

No. 11981.

OTTAWA, 23rd February, 1881.

SIR—With reference to my letter to you of the 8th ultimo, I beg to lay before you the enclosed copy of a report from Mr. Tiedemann and accompanying plans and designs for a wharf and landing stage opposite the Custom House at Victoria, British Columbia.

Should it be considered desirable to undertake the construction of this work, I beg to recommend that the plan first suggested by Mr. Tiedemann in his report now forwarded, or some modification thereof, be adopted, so as to provide a permanent structure, as far at least as the foundation is concerned, and that the sum of fifteen thousand dollars be appropriated for this purpose.

The formation of the bottom of the harbor at the site of the proposed wharf is well adapted for the construction of a crib foundation, whilst screw piles would in my opinion be entirely out of place under the conditions there existing.

I have the honor to be, Sir,
Your most obedient servant,

JOSEPH W. TRUTCH.

The HON. HECTOR L. LANGEVIN, C.B.,
Minister of Public Works.

REMOVAL OF "BEAVER ROCK," VICTORIA HARBOR.

No. 14370.

VICTORIA, B.C., 17th May, 1881.

SIR,—I have the honor to report that upon the authority conveyed to me by telegraphic message dated 16th ultimo, I have determined Mr. Spence's contract for the removal of the "Beaver Rock," in Victoria Harbor, and have taken possession of the works and of the vessels, machinery and materials thereon; and further, that I have taken steps to continue and complete the work in question by workmen employed directly by Government under Mr. Spence as foreman.

I enclose copies of my correspondence with Mr. Spence on this subject.

As far as I can now ascertain, an expenditure of about fifteen hundred dollars ($1,500) will be required to effect the removal of the amount of rock still remaining to be taken from the harbor bottom to fulfil the specification on which Mr. Spence's contract was based.

I beg, therefore, to ask authority to expend on this work the sum of $1,500, being $500 more than the limit of expenditure prescribed in the telegram above quoted.

The work will probably not be completed before the 1st July.

I have the honor to be, Sir,
Your obedient servant,
JOSEPH W. TRUTCH.

The Hon. H. L. Langevin, C.B.,
Minister of Public Works, Ottawa.

Victoria, B.C., 13th May, 1881.

Sir,—Under the terms and conditions of your agreement with the Public Works Department of Canada, for the removal of "Beaver Rock," I notify you on behalf of the Honorable the Minister of Public Works, that your said agreement is hereby determined, and that it is my intention to take possession forthwith of the works executed under that agreement, and of all the vessels, machinery, tools and materials now upon or employed about the works, and to use the same in the completion of the work contracted for by you, by the labor of workmen to be employed by the Government under my direction.

I have the honor to be, Sir,
Your obedient servant,
JOSEPH W. TRUTCH.

Thomas Spence, Esq.,
Victoria, B.C.

Victoria, B.C., 14th May, 1881.

Sir,—Your contract with the Department of Public Works of Canada, having been determined, as you were notified yesterday, and possession of the works and of the plant and materials thereon having been taken this day by me on behalf of the Honorable the Minister of Public Works, I now appoint you foreman of this work for the Dominion Government, and place you in charge of the said works and of the plant and materials thereon as the property of the Public Works Department.

You are hereby instructed to direct the continuance forthwith of the removal of the "Beaver Rock" so as to complete as soon as possible the work specified in your said contract, using the said plant and materials for that purpose, and employing such workmen as are requisite to secure the speediest and most economical accomplishment practicable of the said work.

Your salary whilst engaged on the above service will be at the rate of $120 a month, all wages of the workmen employed by you to be at the usual rate payable for such work; viz:—for engineer $3.25 per day, blacksmiths $3.25, divers and miners $3, and ordinary laborers $2 per day, without board allowances. All wages will be paid at this office weekly on presentation of a pay list for the same duly certified by you.

You will obtain authority from this office by approved requisition for any supplies or materials you may find necessary for the accomplishment of the work.

I have the honor to be, Sir,
Your obedient servant,
JOSEPH W. TRUTCH.

Thomas Spence, Esq.,
Victoria, B.C.

VICTORIA, B.C., 14th May, 1881.

SIR,—I have to acknowledge the receipt of your letter of this date appointing me to take charge for the Dominion Government of the work of removing the "Beaver Rock," and I beg to express my acceptance of that appointment and to assure you that I will use my best endeavors to carry the work to completion speedily. I have to mention to you that on the assurance you gave me three weeks since that the Government would take over and complete this work under my direction as foreman, I have employed men and carried on the work during the interval, and beg to hand you herewith a pay list of the amounts of wages severally due on this account, which I trust you will be able to pay to-day as the men have been working for the past fortnight entirely relying on my assurance, made to them depending on your word to me, that they would be paid by the Government.

I remain, Sir,
Your obedient servant,

T. SPENCE.

The Hon. J. W. TRUTCH,
Dominion Government Agent,
Victoria, B.C.

No. 15401.

VICTORIA, B. C., 28th June, 1881.

SIR,—Since the date, 17th ultimo, of my last letter to you in relation to the removal of "Beaver Rock," Victoria Harbor, this work has been progressing slowly; and an aggregate amount of about $1,000 has been expended thereon since I took over the work, as reported in my letter just referred to.

I regret to state that Mr. Spence, the contractor for this work, died suddenly on the 4th inst.; another foreman, Mr. Thomas Preece, was thereupon engaged in his place.

I have caused a careful survey of the rock to be made by Mr. F. C. Gamble, Assistant Engineer, who is now attached to this office, and I enclose for your consideration copy of his report and accompanying plan.

These documents show that a very considerable amount of rock, about 350 cubic yards, still remains to be removed, to give a depth of 14 feet ordinary low water over this part of the harbor, as provided for by the original contract with Mr. Spence.

The amount of work to be done to fulfil this requirement is very largely in excess of the estimate furnished to me by Mr. Spence, on which I chiefly relied in stating to you in my letter of 17th ultimo, before referred to, that—"as far as I can now ascertain an expediture of about fifteen hundred dollars will be required to effect the removal of the amount of rock still remaining, etc."

Under these circumstances I find it necessary to apply to you for instructions as to the further steps to be taken in this matter.

The rock is now in such condition that a further expenditure of about $750 will suffice to give a depth over its whole surface of 12 ft. 6 in. ordinary low water, and this can be effected at that cost, with the machinery and plant now in use, in about six weeks from this date.

But to increase the depth to 14 feet ordinary low water will require the removal of from 6 to 18 inches in depth of rock over an extent of about 10,000 square feet, as shown by Mr. Gamble's survey.

I concur with the view expressed in Mr. Gamble's report that it will suffice for all practical purposes, for the present at all events, if a minimum depth of 12 feet 6 inches ordinary low water be attained over the rock.

But if it be decided to complete the removal of the rock down to the depth of 14 feet ordinary low water, I would advise that the accomplishment of so considerable a work be let to contract instead of being carried out by days labor.

I think it right to state further that from information given to me by the late Mr. Spence and others, there appears to have been very serious error in estimating the cubic contents of the rock to be removed under Mr. Spence's contract.

A very much larger amount of rock has already been removed than was supposed to be included in his contract; and upon this consideration and in view of the decease of the contractor, and of the fact that I am satisfied that a much larger sum than the entire contract price has been expended by the contractor upon the work during the long period of nearly six years he has been engaged on it, I think it would be expedient to pay over to the contractor's assignees the balance of the contract price that may remain unexpended when the rock has been excavated so as to give a depth of 12 feet 6 inches over its whole area at ordinary low water; and that the removal of the further 1 foot 6 inches in depth of the rock should be undertaken as a fresh contract in connection with the removal of the other rocks in Victoria Harbor, such as "Dredger Rock" and "Tuzo Rock," which obstruct navigation, with new machinery and appliances, as the plant in use at present is almost worn out and liable to endanger the lives of those employed on the work.

I have the honor to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Honorable
Sir HECTOR L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works, Ottawa.

PUBLIC WORKS DEPARTMENT,
VICTORIA, B.C., 23rd June, 1881.

SIR,—In compliance with your instructions I made a survey of the "Beaver Rock," in Victoria Harbor with the view of ascertaining the amount of rock to be excavated, I beg to submit the following report.

I find after having plotted the work and taken out the quantities, that there remains to be excavated 352 cubic yards of rock before water over the site of the rock is the required depth, viz: 14 feet below ordinary low water (or 3.7 on the tide guage Hudson's Bay Company's wharf). This rock is spread over an area of about 10,000 square feet more or less, and varies in depth from 2·2 feet to zero.

The soundings and measurements were taken with the greatest care and exactness, and may be relied upon as nearly correct as it is possible to get them.

I am led to believe that it will take at least twelve months to take out this rock, for the following reasons: (1) the extreme hardness of the rock; (2) the rock being full of seams and much broken by former blasting, many shots are lost; (3) the necessarily slow progress of such shallow excavation; (4) the dilapidated and worn out condition of the plant; (5) the caisson or diving bell being only 9 feet in diameter at the bottom, only two men can work in it to advantage at one time; (6) the rock when blasted has to be lifted in a basket from the bottom piled in a scow and taken to the shore, a distance of 650 feet the nearest point, and there unloaded only at high water, as the bottom of the harbor surrounding the rock is on a level with the proposed depth called for by the original contract to which the rock is to be excavated, namely, 14 feet below ordinary low water.

I venture to suggest that, considering the expensive nature of the work and that the sum due on the original contract is hardly sufficient to complete it; and that the extreme depth of water at ordinary low water at the entrance of the harbor is only 11 feet, the required depth be reduced to 12 feet below ordinary low water. If this

is allowed I have no doubt the work could be completed in two months, perhaps, even less.

I beg to remain
Your obedient servant,

F. C. GAMBLE,
Assistant Engineer.

The Hon. J. W. TRUTCH, C.M.G.,
Dominion Government Agent, British Columbia.

No. 17557.

VICTORIA, B. C., 16th September, 1881.

SIR,—In reference to my letter to you of the 28th June and telegram of 19th August last, I have the honor to report that the removal of the "Beaver Rock" to a depth of 12 ft. 6in. below ordinary low water having been accomplished on the 24th August last, I caused the caisson, barges and piling to be removed on that day to a remote part of the harbor of Victoria where they are now secured.

The expenditure on this work since it was taken over from the contractor has amounted to $2,732.02, a very considerable portion of which has been incurred in renewing the tackle and repairing the plant generally. Deducting this amount from the balance of the contract price remaining unpaid, viz.: $5,228.15 (as appears from Mr. Pearse's report to you of 12th January, 1880,* the correctness of which balance I have no reason to doubt, although I am unable to verify it from any records in this office that have come to my notice) a balance of $2,496.13 is left still due upon the contract.

This balance is applied for by Mr. Oppenheimer, the assignee of the late Mr. Spence, the contractor.

I shall be glad to receive your directions as to the payment of the balance remaining due upon this contract, as also as to the disposal to be made of the vessels, machinery and other gear used on the work, the value of which is estimated at about $1,000.00.

I have the honor to be, Sir,
Your obedient servant,

JOSEPH W. TRUTCH.

The Hon. Sir HECTOR L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works,
Ottawa.

ALTERATIONS POST OFFICE, VICTORIA.

No. 8884.

VICTORIA, B. C., 19th October, 1880.

SIR,—I am directed by Mr. Trutch to acknowledge the receipt of your letter, No. 3,433 of 4th September, and to forward herewith a copy of Mr. Tiedemann's Report on the Post Office Building.

I have the honor to be, Sir,
Your obedient servant.

K. S. ROEBUCK,
Secretary.

S. CHAPLEAU, Esq., Secretary,
Department of Public Works,
Ottawa.

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*Published in Annual Report, 1880. Appendix 13.

VICTORIA, 7th August, 1880.

SIR,—I have the honor to report that I have examined the Post Office building, and found serious omissions and faulty construction, independent of the defects of the front wall, which should be made good in conjunction with the erection of the new front wall.

The proposed improvements would make the building fit for Public Offices and prevent future repairs.

1. The roof of the building is too flat for our rainy winters and very leaky, the parapet walls forming a box to keep the casual snow in the winter.

2. The floor in the upper story sunk in the centre about three inches through the great weight of the chimney, having a very weak support. The fireplace in said chimney is badly constructed, in fact dangerous for the safety of the building.

3. The telegraph office requires a chimney flue, and fire place

4. The plaster work throughout the building is very bad, caused by the general shrinkage of the wood-work and settlements of the walls.

5. There is no anchorage provided to bind rear and front walls together (the joists running parallel with said walls.)

6. There is no ventilation provided between upper and lower story and roof.

7. The stair is weak in its construction, consequently not very well adapted for public use.

8. The direct water supply from the main is insufficient.

9. There is a great disproportion between the two stories; the upper one is too low.

10. The two conductors are too short.

11. A new sidewalk is required.

12. The alterations of the latrines is kept in abeyance to the possible changes of the partition walls of the back rooms in the upper story, to give direct communication with such latrines.

13. My impression is, that the foundation of the front wall is good and will be entirely protected by the sidewalk; but to prevent the springing of the floor in the Post Office, additional brick piers with girders placed under the joists may be required.

Here I must remark that the present building is not erected on its proper street line, that the same stands 4 feet 6 inches back from it. The width of Government street is 70 feet, accordingly the centre stones are placed by the City Surveyor under the supervision of the City Survey Commission.

ESTIMATE OF THE NEW WALLS AND PROPOSED ALTERATIONS.

Foundation is left in abeyance.

STONEWORK.		
Plinth in granite	$ 495.00	
Sandstone front	3,558.00	
		$4,053.00
BRICKWORK.		
Bricks, cement, labor and alterations		1,686.10
PLASTERWORK.		
3,658 yards @ 37½ cts. per yard	$1,371.75	
Cornices 420 running feet @ 50 cts. per foot, and mitre	262.50	
Coves 431 running feet @ 25 cts. per foot	107.75	
20 centre pieces @ $6.00 per piece	120.00	
		1,862.00

CARPENTERWORK.

Flooring, 15,334 feet @ $20 per M.....	$ 306.68	
Joist, rafters, &c., 13,688 feet @ $10 per M.	136.88	
Labor, hauling, &c.....	213.00	
Wainscotting.....	548.00	
		1,204.56

JOINERWORK.

Inside blinds.....	$ 154.00	
Doors.....	98.00	
Windows, &c., &c.....	475.00	
		727.00

STAIR.

Alteration of stair.....	50.00	50.00

PLUMBERWORK.

Roof, pipes, &c., &c.....	750.00	750.00

SIDEWALK.

1,080 square feet @ 37½ cts. per foot.....	405.00	405.00
Contingencies..	500.00	500.00
Sum total.....		$11,237.00

SPECIFICATION OF THE DIFFERENT ALTERATIONS.

Roof.

Joists 2" x 12" placed 16 in. centres, having 3 rows of cross bridging. Rafters 2" x 12 in. placed 32 in. centres braced and supported as shown. For the sheathing use the boards of the old roof.

Skylight. 4 x 8 feet, the frame to be made of 1½ x 2 in. white pine, having in the centre a ventilator of galvanized iron. The well-hole to have moulded panels. Cover the frame with ground glass of 21 ounces weight.

Cistern. Make the same with 1½ in. lumber and 5 x 7 feet outside measurement, gained and countergained with white lead and well spiked together. The cistern to have double sides, bottom and top, with a space of 4 in. between. The space to be filled up with dry saw-dust. In order to get at the same provide and make a larger man-hole than the present existing one in the old roof.

Floors. The ground floor to have 2" x 4" in. tongued and grooved boards. The upper story floor to be made of 1 x 5 t. & g. flooring, to be laid perfectly level on top of the old floor. All flooring closely driven and laid in courses, joints and bywood neatly dressed off at the completion of the work. Every ten feet or thereabouts cut across the old floor a 2 in. groove or joist, as the case may be, for the circulation of air. Extend the partition walls in the upper story to a height of 14 feet.

Anchors. Every ten feet, or thereabouts, wooden anchor-plates 2 x 4 in. to be let in 6 joists dovetailed into the last and anchored into the front wall with 1½ x 2 in. iron bars, fastened to the top of the wooden anchor. The rear wall to have the same anchor, but the part passing through the wall is round having at the end screwthreads to receive plates and nuts.

Alteration of stair. Extend the platform 6 feet in width and raise the same to the level of the window-sill, and move the lower part of the stair forward and strengthen the same with 3 x 8 in rough carriages, &c., &c. Fur out the closet below stair to

the width of seven feet and make an arch across the passage way; provide a 3 feet sash with two lights for said closet.

Wainscotting. All rooms up and down stair to have a wainscotting level with the window-sills having a 2 in. cap with moulding underneath. The panels and skirting to have raised moulding. The halls up and down stair to have a 5 feet wainscotting made of 4 in. wide rustic and 2 in. cap with moulding. All the old sound skirting to be used again. Provide 3 wooden mantelpieces each not to exceed 15 dollars.

Masonry.

Prepare the parapet walls for the reception of joists and rafters, make the same level with the top of the sheathing to receive the stone cappings.

Chimney. Take down the chimney in the Indian Department Office and rebuild the same on top of the chimney in the Savings Bank Office below, with two fireplaces each having a 16 in. grate. Get it in every respect complete. In the telegraph office cut out of the stonewall a flue and fire-place 8 in. deep; the fire-place to have a 12 in. grate, &c., in every respect complete.

Ventilation. Cut out 4 x 8 in. wide openings in the rear wall in distances of about 10 feet apart, between the first story ceiling and second story flooring and for the roof. Provide and fix neat grating into the same. Drill holes for the reception of anchors.

Plasterwork.

Remove all plaster work up and down stairs. The laths to be thoroughly cleaned and washed, any defective place repaired. For the new works use narrow laths. The Savings Bank and three front rooms upstairs to have a cornice of 36 in. girt. The halls and passage to have a quarter circle cornice with a moulding underneath. Put up 20 centre pieces (perforated) $6.00 each. All walls and ceilings to have 3 coat work, two good coats of brown mortar throughly haired, third or finishing coat to be of plaster Paris.

Plumberwork.

Line the cistern with No. 10 zinc properly stayed and soldered. Lay on from the main of the City Water Works water to the cistern with a ¾ in. supply pipe of galvanized iron having a ball-cock, &c., with a 2 in. overflow pipe complete. The supply to be taken from the cistern throughout the building, except hosebib on front which has to be taken direct from the main. The supply pipe to be taken under the ground floor up the corner behind the plaster to the roof, the pipe is then to be covered with a 6 in. board screwed to the battens.

Cover the roof with the best Morfer IX Charcoal Leaded tin with standing double grooved seams well soldered. Provide each sheet of tin with 3 cleats well nailed to the roof sheathing. Extend the two conductors to the ground, the elbows reaching to the drain. The gutter to be made of galvanized iron, securely fastened to the roof. Put up 8 in. flashings around chimney stacks. For the new wall provide two 1½ in conductors, the elbows reaching to the top of the sidewalk.

Sidewalk.

The foundation to consist of large angular stones bedded in sand firmly driven together. The cavities of the stones are filled up with cement concrete. The top to receive ½ in. thick layer of cement mixed with a small quantity of clean sharp sand. Leave arched passages for the gas and water pipes.

At the request of the Post Office Inspecter, Mr. R. Wallace, I increased the size of the main entrance door from 4 to 6 feet in width (4 folds) which alteration necessitates a different arrangement of the upper story window.

By making use of the parapet walls I raised the upper story two feet, which addition gives better proportion and appearance to the building.

The steps, plinth, including window sills of the new wall are to be put up in granite.

The three projections of the front wall to be faced with Newcastle sandstone of a bluish uniform color, or marble, laid in cement. The backing and the other parts of the front wall are to be erected with hard burnt bricks, of a dark cherry red color laid in cement mortar. The outer face of the two recesses to receive a half an inch thick coat of cement of a uniform tint.

All the cornices, jambs to be throughout solid.

This arrangement will secure to the building durability and lightness.

The temporary wall, if required, is to be made of 4" x 4" in scantling lined with tongued and grooved inch flooring.

All tinwork to receive two coats of oil paint.

I am, Sir,
Respectfully, your obedient servant,
H. O. TIEDEMANN, Architect.

The Hon. J. W. Trutch,
Dominion Government Agent &c., &c.

No. 9820.

Victoria, B. C., 19th November, 1880.

Sir,—I beg to submit for your information copies of letters to me from the Clerk of the Municipal Council of Victoria and from the legal adviser of the Corporation respectively, in relation to the front line of the Government lot on which the Post Office building stands, and of my response addressed to His Worship the Mayor, after due investigation of the facts, as laid before me by Mr. Tiedemann, Architect in charge of the alterations to the building in question, and consultation with the Legal Adviser of the Dominion Government here. I have not received any acknowledgment of my letter to the Mayor, nor have I heard anything more on the subject from the municipal authorities.

I have deferred reporting to you on this matter in expectation of receiving some further communication regarding it; but now think it advisable to make you acquainted with the facts above stated, without further delay.

I have the honor to be, Sir,
Your obedient servant,
JOSEPH W. TRUTCH.

Hon. Hector L. Langevin, C.B.,
Minister of Public Works,
Ottawa.

City Hall, Victoria, B.C., 18th October, 1880.

Sir,—I am directed by His Worship the Mayor to inform you that the contractors for the work on the Post Office building are encroaching upon the line of Government street, in this city, and to request, that, you cause the work to be stopped at once, in order to prevent litigation in the matter.

Under Section 5 of the Act entitled "City of Victoria Official Map Act, 1880" the Corporation are in a position to give you the proper line of the street, and will do so on your application to that effect.

I have the honor to be, Sir,
Your obedient servant,
THOS. RUSSELL.

Hon. Joseph W. Trutch,
Dominion Government Agent.

VICTORIA, 22nd October, 1880.

SIR,—I am instructed by the Corporation of the City of Victoria to call the attention of the Government, through you, to the fact that the foundation of the Post Office building, now in course of erection, is being so constructed as to extend the edifice beyond the line of the other buildings, and several feet into Government street the principal highway of the city.

Notice of the encroachment has been given by the Corporation, but the architect and builders notwithstanding persist in the course complained of, the former asserting that the limits of the Government allotments are not being transcended, but that the street lines are wrong and trespass upon the Government lots.

Be that as it may the present lines are those by which all other buildings have been erected, and are *regulated by statute;* and if for the sake of uniformity only, the Corporation consider that the Post Office should be confined to the same line as the other buildings, and that a lasting impediment should not be allowed to be placed in a leading thoroughfare, simply because it is contended that through a mistake there existed a right to so obstruct the same.

But the contention of the architect is far from correct, the fact being that the building in question is being projected many feet beyond the limits of the Government property; and the Corporation is not prepared to admit, even if a survey should prove the lines to be wrong, and the Government lots extend into the street, that the Crown would thereby have any right to deprive the public of any portion of a highway *prescribed* and *dedicated* to their use.

The Corporation strongly protests against the invasion of public rights to which I have drawn your attention. Every facility for an adjustment will be afforded by the Corporation, and I have to request that you will cause work to be stopped pending such adjustment.

Your obedient servant,

THEODORE DAVIE.

Hon. J. W. TRUTCH,
Agent General, Dominion Government.

VICTORIA, B.C., 23rd October, 1880.

SIR,—Upon the question of representation conveyed in a letter addressed to me on the 18th instant by Mr. Thomas Russell, under Your Worship's direction, to the effect that the contractors for the Post Office building are encroaching upon the line of Government street, I beg to state that I have referred Mr. Russell's letter, together with a communication on the same subject subsequently received by me from Mr. Theodore Davie, to the legal adviser of the Dominion Government in this Province, and have also conferred thereupon with Mr. H. O. Tiedemann the architect in charge of the alterations of the Post Office building now under contract.

I have the honor to inform you in reply to your representations on this matter that I am advised—

1st. That the front wall of the Post Office building is now being erected identically on the same line at its springing from the level of the sidewalk as that of the front wall of the Post Office building which has lately been taken down.

2nd. That this front line of the building now being erected is four (4) feet within the front line of the lot belonging to the Dominion Government originally laid out as the Official plan of Victoria, and staked out upon the ground by the then Surveyor General Mr. Pemberton—that is to say, that it is four feet further westward from the centre line of Government street.

3rd. That the front wall of the old wooden Post Office building stood upon this front line of the lot as originally laid out on the official map of Victoria and staked out on the ground, that is to say, the front wall of the old Post Office building was

four (4) feet nearer the centre of Government street than the front wall of the Post Office building now being erected is.

4th. That the front wall of the Post Office building now being erected stands exactly on a direct straight line drawn between the corner of the British Columbia Bank building at the northwest corner of Bastion street and Government street, and the corner of the Adelphi Saloon building at the southwest corner of Yates street and Government street.

5th. But is four (4) feet inside of,—that is to say, further from the centre of Government street than,—a direct straight line drawn between the corner of Rickman's store at the northwest corner of Fort street and Government street and the corner of Jeffrey's building at northwest corner of Yates street and Government street.

6th. And further, that the Dominion have the right to occupy and use this ground, should they desire to do so (which, as I am advised, they do not) to the full extent of the lot on Government street owned by them, viz.:—to the extent of four (4) feet nearer the centre of Government street than the line of the front wall of the Post Office building now being erected thereon.

I have the honor to be, Sir,
Your obedient servant,

J. W. TRUTCH.

His Worship
J. H. TURNER,
Mayor of Victoria.

APPENDIX No. 7.

SLIDE, BOOMS, &c.—SAGUENAY DISTRICT.

No. 19713.

CHIEF ENGINEER'S OFFICE,
OTTAWA, 16th December, 1881.

SIR,—Herewith I transmit a report by Mr. Rosa on the works, &c., performed in connexion with the slide, &c., at Lake St. John, River Saguenay, during the fiscal year ended 30th June, 1881.

I have the honor to be, Sir,
Your obedient servant,

HENRY F. PERLEY,
Chief Engineer.

F. H. ENNIS, Esq.,
Secretary, Public Works Department.

QUEBEC, 1st December, 1881.

SIR,—I have the honor to transmit the following report on the works, etc., performed in connection with the slide, etc., at Lake St. John, River Saguenay, during the fiscal year ended 30th June, 1881.

570 feet of slide have been rebuilt.

150 feet of boom, 28 inches in width and 10 inches in thickness, with iron bolts, chains, &c.

Repairs were made to the slide for a length of 4,390 feet; and also to the bulkhead of the slide and to the adjacent dam, No. 7.

In my report for the fiscal year 1879–80, I asked $6,500 to rebuild 1,000 feet of slide, and $2,500 for repairs remaining to be made to the portion of the slide; moreover, $3,500 to rebuilt the bulkhead and the dam No. 7. These last two sums not having been granted, we were obliged to take from the $6,500 authorized an amount sufficient to make the indispensible repairs to the slide, and to strengthen the bulkhead and dam No. 7, which would have been carried away.

The repairs having cost $3,141, only $3,359 was left to rebuilt a portion of the slide.

The expenditure on the different works made during the fiscal year 1880–81, is as follows:

To rebuild 570 feet of slide (about $6 per foot)	$3,331 00
For repairs on 4,390 feet of the old slide	2,982 00
To making 150 feet of boom, 28 inches in width and 10 inches in thickness, with iron bolts, chains, &c	111 69
For repairs to and strengthening of the bulkhead, and to dam No. 7	47 00
	$6,471 69

I have the honor to be, Sir,

Your obedient servant

JOSEPH ROSA.

HENRY F. PERLEY, Esq.,
Chief Engineer, Department Public Works,
Ottawa.

APPENDIX No. 8.

SLIDES AND BOOMS—ST. MAURICE DISTRICT.

No. 15702.

OFFICE OF THE SUPERINTENDENT,
ST. MAURICE WORKS,
THREE RIVERS, 24th July, 1881.

SIR,—I have the honor to submit, for the information of the Minister of Public Works, my report on the works placed under my superintendence, for the year ended 30th June last.

The water was so low last spring in the River St. Maurice and its tributaries, that the floating of timber was effected with great difficulty. Not more than sixty thousand (60,000) logs reached their destination in due season; all the rest lie scattered along the river, and a considerable amount of labor will be required to float them again and bring them to their destination in the course of the summer. Some 300,000 logs were made last winter.

The cost of the staff and the expenditure for carrying on the works for the past year amounted to $14,669.14.

With a view to repairing as far as possible the injuries done to the slides, booms, piers, &c., &c., by use or accidents, a sum of $5,481.14 was placed at my disposal for that purpose.

The repairs effected at the various stations were as follows:—

STATION No. 1. MOUTH OF THE ST. MAURICE.

Removed 4,500 yds. of earth from the channel between the islands of St. Christophe and Caron.
4,182 feet of boom, 5 feet wide, planked with 3-inch deals.
700 feet of boom, 6 feet wide, planked with 3-inch deals.
Raising pier No. 12, 12 feet.
" " 30, 15 "
" mooring pier 8 feet.

STATION No. 2. CAP AUX CORNEILLES.

Raising pier No. 18.
Placing 2 posts in pier No. 12.
" 2 " " No. 13.
" 2 " " No. 15.

STATION No. 3. SHAWENEGAN

Grès Falls.

Repairing the Booms.

Shawenegan Bay.

4 piers 11 x 11 x 15 feet on the shoals.
162 feet of boom 12 x 13 inches.

Putting 16 yards of stone into the wharf on which the house is built.
Repairing the wharf at Grand Remous.
Placing platforms on piers Nos. 3 and 5.

Above Shawenegan Falls.

Flooring 99 feet of slide in birch of 5 x 12 inches.
Raising a pier above the falls 12 feet.
Repairing the great dam at the head of the falls.
300 feet of new boom 4 feet wide.
73 feet of new boom 12 x 13 inches.

STATION NO. 4. GRAND-MÈRE.

800 feet of new boom 4 feet in width.

All this work has been effected for $5,197.82, leaving a balance of $283.32 remaining from the grant.

The slides and booms have suffered from no serious accident during the past spring's season.

Respectfully submitting the above,

I have the honor to be, Sir,

Your obedient servant,

CHARLES LAJOIE,

Superintendent St. Maurice Works.

F. H. ENNIS, Esq,, Secretary,
Department of Public Works,
Ottawa.

APPENDIX No. 9.

SLIDES AND BOOMS—OTTAWA DISTRICT.

No. 17878.

OTTAWA, 30th July, 1881.

SIR,—I have the honor to submit the following Report on the state of the works under my charge, on the Ottawa River and its tributaries, for the fiscal year ended 30th June last.

During the season of 1880 the pitch of water had been at a fair average height for running timber, and the rivers kept well up until late in the Fall, so that little difficulty was experienced in getting logs to the mills and square timber to market, except in some isolated cases where it was deemed advisable to lay up arrivals from the more remote limits, instead of forcing the drives and incurring unnecessary expense in endeavoring to pass the lower stations when the water had reached its lowest stage.

After the slides and booms had been closed, a thorough examination of the works was made and certain foundations repaired, which could only be reached when the waters had subsided; and the following repairs were executed during the winter of 1880-81 and early spring months.

ON THE OTTAWA MAIN RIVER.

The slide bottoms and booms at the *Chaudiere* and *Hull* stations, were extensively repaired and strengthened, and new stop-logs provided where required, and the slide-master's house repaired and painted. The wood work and cables of the Union Suspension Bridge were scraped and received two coats of paint; the roadway approaches repaired and macadamized and the Toll house overhauled by painting glazing, &c.

At Rocher Capitaine, the uppermost station on the Ottawa, the piers and booms which had been considerably damaged by the high water in spring, were partially rebuilt and certain boulders removed from the foot of the slide channel.

At the Chats slide, certain portions of the pine and hardwood planking had to be renewed, and worn out side timbers in the piers and booms replaced by substituting new materials.

At the Chenaux Station, the booms which at times are greatly strained by a pressure of logs during high water, had to be strengthened by placing additional anchor piers with buoys, while the floating platform was added to and improved.

At the Calumet Station, where the works are subjected to great wear and tear by the passage of logs and timber through intricate channels, the foundations had to be strengthened by additional stone-filling, and the booms and side piers had a lining of timber and plank inserted to make good the worn out parts.

At the Mountain Station where the friction of passing cribs had been the means of cutting into the side piers of the slide, a large quantity of debris had to be removed which was replaced by timber and plank properly spiked and bolted and carefully stone-filled. The head works also received attention, and the stop-logs and hoisting apparatus were put in an efficient state.

At the Joachim slide, the planking and its bearings had to be adjusted and the damaged materials replaced by new white pine; it was also necessary to load the side piers of the slide with extra stone filling and to face up the exposed portions of the works that had been weakened by heavy traffic for a term of years.

At Portage du Fort slide, the guide boom at the head had become unserviceable; it was originally of three ply timbers bolted and covered with plank on top, and its renewal was a matter of necessity.

The following repairs were executed on the

TRIBUTARIES OF THE OTTAWA.

Dumoine River.—The long slide at High Falls was partially replanked and the foundations of the side piers under-pinned, and straightened, and the dams at Ryan's Chutes, Nos. 1 and 2, carefully stanched, repaired and made secure.

Petewawa River.—The slide at Bois dur Station was repaired, and had its side piers well braced up. The boom piers at the mouth of the stream which had been considerably wrecked by constant use for 22 years, were extensively repaired and strengthened—as were also the works on the upper reaches of the Petewawa extending from Crooked Chute to Cedar Lake, upwards of thirty miles, where dams were stanched, booms added to and strengthened and piers topped and stone-filled.

South Nation River.—The pier above the bulkhead of the slide, which had been damaged by the shoving of ice was re-topped and straightened, and the two-ply guide boom at the head put in working order.

Gatineau River.—The pier of the bridge over the upper or new canal, where it had been undermined, was supported by the insertion of cedar timbers and stone filling; and two anchor piers and a float had to be supplied for the working of the booms.

Madawaska River.—At Ragged Chute, the easterly side of the river and the channel for the passage of timber were deepened and widened by the excavation of rock from the river bed and a portion of the necessary side dams commenced; these will be pushed on towards completion when the water falls, to be in readiness for next season's work.

The Arnprior slide piers and the booms at the mouth of the river had to be strengthened by placing white pine timber and hardwood planking in these structures, where symptoms of weakness occasioned by decay and ordinary wear, had manifested themselves. The side or wing dams at Bailey's Chute were repaired in their substructures and covering plank provided where found necessary.

Coulonge River.—The High Falls slide during the month of May, 1880, was seriously damaged by a large break in the works; temporary repairs were executed at that time, and last winter the gap was closed by rebuilding about 200 feet in length of the slide from the foundations where the superstructure was upwards of 40 feet high.

Black River.—The slide here, from its abrupt pitch at the lower end, causes the water to pass with great velocity, consequently timber and saw logs are shot through with such force as to wear into and dig out the hardwood shingling forming the bottom, in a comparatively short time. A very considerable quantity of this had to be renewed. White pine timber and planking had to be used to put in proper order the entrance guide boom, while chains to keep in position the support stays of the timbers at the gaps, had to be provided.

THE WORKS CHARGEABLE TO CONSTRUCTION consisted of :—

At the *Gatineau Station :* A fence built between the Government lands, near the Pond, and the property of the Oblats Fathers, adjoining.

Rivière du Lièvre.—Certain reefs and boulders blasted and removed from the bed of the stream at Little and Long Rapids, with the view of improving the navigation for boats and barges. This work was vigorously carried on until the Fall rains raised the river to flood height, when operations had to be suspended until next season of low water.

The breaking up of the ice on the upper streams took place at rather a later date than usual, so that the raftsmen were somewhat delayed in starting their "drives" last spring; and as the freshet was a gradual one without excessive local rains to aid in filling the creeks, it was with some difficulty that timber and logs could

be floated down the tributaries, and I am glad to say that the works under my charge received no greater damage than had been anticipated and which may be expected more or less every spring. At some of the lower stations, a good deal of inconvenience was experienced from bodies of driftwood lodging on the slide aprons and in the entrance channel and outlets. Such debris, consisting of roots and trunks of trees &c., frequently after high water, accumulates in the lumbermen's retaining booms, and, on being sent adrift by their employees in large quantities at a time, it is with difficulty that the slide men and their assistants can keep the timber channels unobstructed on such occasions.

As the upper Ottawa country which was formerly a dense forest, becomes cleared through the operations of the lumbermen and settlers and the ravages of bush fires, there is gradually an earlier breaking up of the ice and melting of the snow in spring; and one of the consequences is that the rivers and streams more rapidly attain flood height, and after draining the surplus water subside as suddenly as they had risen. The slide works on the Ottawa were designed, for the most part, about 30 or 40 years ago, when a different state of things existed—the timber then being floated in such a manner as to keep well up with the floods—but, now that the lower limits have been pretty much stripped of the bulk of the most valuable timber, supplies have largely to be drawn from the remote berths at the head waters of the Temiscamingue and Kippewa regions. Timber from these quarters arrives at the lower stations when the water is very low and often cannot reach market until the following season. I am of opinion that this difficulty might in some measure be overcome by the construction of retaining or reservoir dams below Lake Temiscamingue, with the view of keeping back and having under control portions of the north west waters, which could be discharged later in the season, at such times as would be most beneficial to the lumbermen driving and sweeping the river, which they can only accomplish under existing circumstances at great expense, if at all, when the water has reached its lowest stages.

I am glad to say that the depression affecting the lumber trade has all but passed over, and business activity characterizes the staple trade of the Ottawa Valley in all its branches. The manufacture of square timber and the out put of saw logs next winter, are likely to be conducted on an extensive scale and promise the best results to all engaged in these industrial pursuits.

I have the honor to be,

Sir,

Your obedient servant,

GEO. P. BROPHY,

Superintendent O. R. Works.

F. H. Ennis, Esq.,

Secretary of Public Works,

Ottawa.

STATEMENT of Expenditure for Repairs and Construction of Works on the

Name of

Work.	Province.	County.
Chaudiere slide	Ontario	Carleton (City of Ottawa)
Chats do	do	do
Joachim do	Quebec	Pontiac
High Falls slide, Dumoine River	do	do
Rocher Capitaine, Chenaux, Chaudiere and Calumet slides and booms and Union Susp. bridge	Ontario and Quebec	Pontiac, Renfrew, S.R. Carleton and Ottawa
Bois Dur slide, Petewawa River	Ontario	Renfrew, N.R.
Slide near Plantagenet, South Nation River	do	Prescott
Canal bridge pier, Gatineau River	Quebec	Ottawa
Slide master's house, Chaudiere Station	Ontario	Carleton (City of Ottawa)
Ragged Chute, Madawaska River	do	Renfrew, S.R.
South Chaudiere slide, Ottawa River	do	Carleton (City of Ottawa)
High Falls slide, Coulonge River	Quebec	Pontiac
Anchor piers and float, Gatineau River	do	Ottawa
Boom and piers at mouth of Petewawa River	Ontario	Renfrew, N.R.
Ottawa and Petewawa River works	Ontario and Quebec	Pontiac & Renfrew, N.R.
Works from Crooked Chute to Cedar Lake, Petew'wa	Ontario	Renfrew, N.R.
Mountain slide, Ottawa River	Quebec	Pontiac
Joachim slide and Chenaux boom, Ottawa River	Quebec and Ontario	Pontiac & Renfrew, S.R.
Portage du Fort slide, Ottawa River	Ontario	Renfrew, N.R.
Arnprior slide, Madawaska River	do	Renfrew, S.R.
High Falls slide, Black River	Quebec	Pontiac
Upper Petewawa River works	Ontario	Renfrew, N.R.
Baily's Chute dams, etc., Madawaska River	do	Renfrew, S.R
Boom near Plantagenet, South Nation River	do	Prescott
Slide and dams, Dumoine River	Quebec	Pontiac
Union Suspension Bridge approaches	Quebec and Ontario	Ottawa and Carleton
Fence near Pond at boom, Gatineau River	Quebec	Ottawa
Improvement of navigation of River du Lièvre	do	do
Total		

OTTAWA, 30th July, 1881.

Ottawa River and tributaries for the fiscal year ended 30th June 1881.

Letter authorizing expenditure.		Expenditure authorized.	Expenditure or Liabilities incurred from 30th June 1880, to 1st July 1881.	Amount required on 1st July 1881, for completion.	Remarks.
Number.	Date.				
		$ cts.	$ cts.	$ cts.	
			31 79	.....	Repairs.
			37 50	.....	do
			28 92	.....	do
			114 00	.....	do
49,999	9th June 1879....	12,500 00			
			1,153 93	.....	do
			286 09	.....	do
			27 33	.....	do
			40 29	.....	do
			49 95	.....	do
			1,593 51	.....	do
			443 37	.....	do
			2,427 10	.....	do
			265 25	.....	do
			678 04	.....	do
			177 10	.....	do
			1,703 95	.....	do
4,479	10th Nov. 1880...	12,500 00	670 40	.....	do
			553 33	.....	do
			160 72	.....	do
			158 93	.....	do
			382 85	.....	do
			183 14	.....	do
			116 06	.....	do
			94 86	.....	do
			1,013 46	.....	do
2,632	17th July 1880...	334 00	333 77	.....	do
3,187	21st August 1880	55 00	55 84	.....	Construction.
3,791	17th Sept. 1880..	4300 00	3,559 10	.....	do
.....	.....	.....	16,340 58	.....	

D. SCOTT,
Accountant, O. R. Works.

APPENDIX No. 10.

REPORT ON TELEGRAPH LINES AND SIGNAL SERVICE.

No. 19267.

TELEGRAPH AND SIGNAL SERVICE,
OTTAWA, 30th November, 1881.

SIR,—I have the honor to submit the following report upon the above service:—

BRITISH COLUMBIA.

Since 1st January, 1881, the Government have been in possession of the 430 miles of land lines and 16 knots of submarine cable purchased from the Western Union Telegraph Company for the sum of $24,000.

The economical result of the above purchase and of the working arrangements entered into with the Company has been an important one.

In the first place, the Government have been relieved from the payment of $4,000 per annum subsidy to the Company, and also from an annual expenditure of $2,500 for the maintenance of the land line through Washington Territory, between Seattle and the boundary line of British Columbia near Matsqui, *plus* the great cost of repairing and renewing the six submarine cables upon the abandoned route *viâ* San Juan Island; equivalent to $6,000 per annum.

Secondly, the Western Union Telegraph Company now pay to the Government a subsidy of $1,200 for services rendered at the New Westminster repeating station, and the Government have furthermore acquired the total revenue collected on account of Victoria Station, its present value being about $6,000 per annum.

Thirdly, both the Government and the public have benefited by a considerable reduction in tariff rates upon messages; the total saving to the country, from such course, being not less than $5,000 per annum in addition to the economies already enumerated.

During the fiscal year the land lines between Victoria and Nanaimo, 72 miles, and between Yale and Hamilton's 250 miles, have been thoroughly repaired, and much adjacent brush and timber cut down. New land lines have been erected between Nanaimo and Departure Bay, 3½ miles; between Nanaimo, Valdes Island, Point Grey and New Westminster, 42 miles; and a second wire has been placed upon the poles between New Westminster and Matsqui, 36 miles. New cables have also been laid between Nanaimo and Gabriola Island, 1 knot; between Valdes Island and Point Grey, 20 knots; with two cables across the Fraser River, each being nearly ½ a knot in length.

Furthermore, the old cables upon the San Juan Island route have been raised, repaired and stored in a new tank-house, and the cable barge, "Electron" has been built and fitted with adequate machinery for the service.

The revenue has also increased more than three fold since the service was reorganized, and the lines put in order, viz: from $5,320 during '78–79 to probably $18,000 to $20,000, for '81–82, at the same time the annual cost of maintenance has been greatly reduced.

The total mileage of land lines and cables in British Columbia is now about 676 miles, *plus* 36 miles of duplicate line wire.

Gulf of St. Lawrence.

The submarine cables between Anticosti and the coast of Gaspé, and between the Magdalen Islands and Cape Breton, have worked satisfactorily and without interruption since they were submerged during October, 1880. The Bird Rock cable has been three times damaged and twice repaired close in shore at the Bird Rock; but spare 50 yard sections of very heavy cable, weighing 24 tons to the mile, have since been provided for repairing purposes, and it is anticipated that when put in order next spring, communication can be satisfactorily maintained with that very important light-house station.

During the present year the land lines upon the Island of Anticosti, 214 miles in length, have been completed and are now in successful operation. The land lines upon the Magdalen Islands, 84 miles in length, *plus* a new line and short cable 9 miles in length between Etang-du-Nord Village and House Harbor have also been operated.

The cost of the foregoing land lines, complete with instruments and in working order, has been :—

Upon Anticosti about $165 per mile.
" Magdalens " 130 "

and the cost of the cables laid, about $1,100 per knot.

The whole of the above work has been accomplished at ⅛ less cost than the original estimate.

Nova Scotia.

The land line between Canso and Dartmouth, near Halifax, 208 miles, and between Low Point and Lingan, Cape Breton, 5 miles, has been operated, and a new line 126 miles in length between North Sydney and Meat Cove *vid* Baddeck, Cape Breton, in connection with the Magdalen Island system, has been constructed and operated; the submarine cable under Big Bras D'Or entrance working uninterruptedly.

North Shore, River St. Lawrence.

Land lines have been constructed between Bay St. Paul and Chicoutimi, 92 miles, and between Murray Bay and Mille Vaches, 84 miles, the River Saguenay having been crossed by means of a novel submarine cable, 1 knot in length. This cable is armoured with 12 No. 16 wires of phosphor bronze, the first manufactured from this durable material.

Bay of Fundy.

The submarine cable between Grand Manan and Campobello was intentionally cut, probably by some vessel's crew whose anchor had fouled it, one mile from shore, and the cable between Campobello and Eastport was also damaged from rapid corrosion where the outer wires had apparently been in contact with small seams of copper in the rocky bottom of the strait. Both were repaired and the Island land lines, 24 miles in length, having been erected, the whole are now in successful operation.

Signal Service.

A pair of simple semaphores have been erected (at about one third of the cost of the less effective arm semaphores now in use upon the coasts of France,) upon the Brandy Pots Island and at Rivière du Loup, River St. Lawrence. These signals are distinctly visible at a distance of from 7 to 8 nautical miles and have thus solved the problem of communication between the light-houses upon the Islands on the East Coast of Nova Scotia and the Telegraph Stations established between Canso and Halifax, for ship signalling purposes. Meanwhile flag code signals have been supplied to twenty stations near the River and Gulf of St. Lawrence.

Telephones

Still await perfection of recent improvements and the necessary grant of money for their adoption throughout the public service.

In conclusion I have the honour herewith to submit maps and plans with a supplementary report in detail of all important matters connected with the service.

All of which is respectfully submitted by

Your most obedient servant,

F. N. GISBORNE,

Superintendent.

To the Honorable
The Minister of Public Works.

HISTORICAL.

The Gulf of St. Lawrence.

During the Parliamentary Session of 1879, a grant of $15,000 per annum was voted for the purpose of establishing telegraphic connection with the Island of Anticosti and the Magdalen Islands and Bird Rock. Such grant was, however, found to be insufficient to induce any company to undertake to lay, construct and maintain the submarine cables and land lines necessary for the service; but during the session of 1880, the above grant was capitalized by a vote of $200,000, for construction only. A contract was then entered into with the "India Rubber, Gutta Percha and Telegraph Works Company, Limited" of London, England, to furnish and lay the cables, between the coast of Gaspé and Anticosti, between Cape Breton, Nova Scotia, and the Magdalen Islands and between Grosse Ile and the Bird Rock, Magdalen Islands.

These cables were duly laid under the superintendence of Mr. F. N. Gisborne, during October, 1880, and the land lines were completed under a contract entered into with Messrs. Bertrand & Kennedy, Province of Quebec, during October 1881.

The total cost of the above service, including the unanticipated construction of a land line through Cape Breton, at an expense of $14,465, and also including the cost of fitting up the SS. "Newfield" with tanks and cable-laying machinery at a cost of $20,000, *plus* $15,000 paid to the Department of Marine and Fisheries for the use of said vessel, and about $5,000 for general expenses, is $196,875.

Bay of Fundy.

The submarine cables between Grand Manan and Campobello and between the latter Island and Eastport, State of Maine, were also charged to the aforesaid grant of $200,000. Their cost, including the land line connections, being $12,925.

These cables were laid by Mr. F. N. Gisborne, during November 1880. Mr. T. M. Robinson, of St. John, N.B., being the contractor for the land lines.

Cape Breton.

The "Anglo American Cable Company" which owns exclusive privileges for landing cable on Prince Edward Island, having refused to permit the landing of the Magdalen Island Cable, on Prince Edward Island, unless the Government would acknowledge their monopoly, it necessitated the adoption of the Cape Breton route. This land line was therefore erected for the Government at cost price, by the Dominion Telegraph Company, and was completed during January, 1881, at an outlay of $13,915.

The North Shore of the St. Lawrence.

The Government, having determined to connect Quebec with the entrance to the Straits of Belle Isle, finally entered into a contract with the Montreal Telegraph Company to extend their lines eastward from Murray Bay, (with a branch between Bay St. Paul and Chicoutimi) to Mille Vaches, during the year 1881, with a view to its gradual prolongation eastward as hereafter determined upon by Parliament. The foregoing section was completed by the submergence of a submarine cable armored with phosphor bronze wires, (the first so constructed) by Mr. F. N. Gisborne, 24th Nov., 1881, the total cost to date being $25,130.

Altantic coast.

By a cash payment of $16,000, to the Dominion Telegraph Company, they constructed and agreed to maintain, a shore route telegraph line 208 miles in length between Canso and Halifax. This line was erected in connection with the signal stations to be established upon the adjacent Islands, and upon which light-houses have been erected by the Department of Marine and Fisheries.

N.B. The Montreal Telegraph Company received a similar sum for erecting the coast telegraph lines of Gaspé in connection with the signal service.

British Columbia.

According to the terms of Confederation, in 1872 the Dominion Government agreed to maintain the system of telegraphy then in existence within the Province of British Columbia. The Local Government had previously leased the lines constructed between the boundary line near Matsqui to New Westminster and also to Quesnelle, from the Western Union Telegraph Company, the terms being:—1st. That the Local Government should effectively maintain and operate the land lines and also the 16 miles of submarine cables between Vancouver Island and Washington Territory *viâ* St. Juan Island; 2ndly. That the Local Government should maintain and operate the land lines between the La Connor and the boundary line near Matsqui, through Washington Territory; 3rdly. That the Western Union Telegraph Company should operate and be entitled to the receipts of the Victoria Telegraph Station, and finally, that the Government should pay the company a subsidy of $4,000 per annum.

During the latter part of 1879, Mr. Gisborne was sent to British Columbia, for the purpose of reorganizing the service and to negotiate terms with the company for a new agreement the result being, that at the close of 1880, the Government purchased the Company's telegraph system in British Columbia, for the sum of $24,000 and otherwise effected economies equivalent to the sum of over $25,000 per annum.

Miscellaneous.

1. A short line of telegraph has been erected, 5 miles in length, between the signal station at Low Point and Lingan, Cape Breton, at a cost of $562.

2. Another short line (14 miles) between the lighthouse and signal station at Cape Ray and Port-au-Basque, Newfoundland, is to be erected by the Anglo-American Cable Company to whom the Government are to pay $250 per annum in compensation for construction and maintenance.

Signal Service.

Signal stations have been established at the light-houses upon the south shore of the St. Lawrence, Anticosti and the Magdalen Islands, Province of Quebec, and Cape Breton, Province of Nova Scotia, at a cost of about $3,000; and Semaphores, the invention of Mr. Gisborne, have been erected at Rivière-du-Loup and the Brandy Pots Island at a cost of about $1,800. These signals being clearly visible at ten miles distance renders it easy, and at small cost, to place the light-house signal stations upon outlying Islands, in communication with the telegraph offices already established upon the coast of Canada.

TELEGRAPH AND SIGNAL SERVICE.

NEWFOUNDLAND TELEGRAPH SYSTEM.

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salary per annum.	Date of Appointment.	MEMO.
				$ cts.		
1	Port au Basque	0		50.00 or Com'n		N.B.—The Commission is 25 p.c upon all business to and from the office; said commission guaranteed not to be less than at the rate of $50 per annum.
2	Cape Ray Lighthouse	14		50.00 do		
	Totals	14		100.00		

Cost of land line, $1,500 : Interest thereon at 5 p.c	$ 75 00	
Estimated annual maintenance and repairs	175 00	
Total	$250 00	Required in Estimates, 1882-83.

N.B —The above short line is to be constructed in connection with the signal service and will connect at Port au Basques with the land line and cable system of the Anglo American Telegraph Company.

NOVA SCOTIA TELEGRAPH SYSTEM.

LOW POINT, CAPE BRETON, SECTION.

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salary per annum.	Date of Appointment.	MEMO.
				$ cts.		
1	Lingan	0		50 00 or Com'n		N.B.—The Commission is 25 p. c upon all business to and from the office ; said commission guaranteed not to be less than at the rate of $50 per annum.
2	Low Point Lighthouse	5	S. Peters	50 00 do	Aug. 1, 1881	
	Totals	5		100 00		

Cost of land line	$636 30	
Estimated annual maintenance and repairs:—		
Land lines. Salaries and repairs	$150 00	Required in Estimates, 1882-83.
Less probable revenue	5 00	
Balance deficit	$145 00	

EAST COAST SECTION.

N.B.—In connection with the Signal Service a land line 208 miles in length has been erected between Canso and Halifax for a bonus of $16,000, and is now maintained and operated by the Western Union Telepraph Company without further cost to the Government. *Vide* Signal Service, page 20.

TELEGRAPH AND SIGNAL SERVICE—*Continued.*

BAY OF FUNDY, N.B., TELEGRAPH SYSTEM.

GRAND MANAN SECTION.

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salaries per annum.	When Appointed.	MEMOS.
	Long Eddy Cable Hut, to			$ cts.		N.B.—The Commission is 25 p.c. upon all business to and from office; said Commission guaranteed not to be less than at the rate of $50.00 per annum.
1	Flagg's Cove.....	3	H. C. Seely, D. Supt.....	360 00	Nov. 18, 1880	
2	Woodward's Cove.....	6	W. A. Fraser.....	50 00 or Com'n.	Nov. 26, 1880	
3	Grand Harbor..	2	Miss Josie Crouk.....	50 00 do	Jan. 18, 1881	
4	Seal Cove.....	4½	.....	50 00 do	.....	
5	Southern Head Light-house...	5½	Wood McLaughlin.	50 00 do	Jan. 18, 1881	
			D. McKay, Repairer.....	60 00	May 1, 1881	
	Total.....	21		620 00		

Cost of land lines.....	$2,000 00
CABLE.	
Length of Cable, Long Eddy, Grand Manan, to Liberty Cove, Campo Bello, $7\frac{25}{100}$ nau. miles...	8,000 00
Total.....	$10,000 00

CAMPOBELLO SECTION.

No.	STATIONS.	Intermediate Distances. Miles,	Operators.	Salaries per annum.	Date of Appointment.	MEMOS.
	Liberty Cove Cable Hut, to			$ cts.		
1	Welchpool	7½	G. M. Byron	100 00 or Com'n.	May 1, 1881	This office was worked by G. M. Mabee, from 1st February to 30th April, 1881, at $20 per month.
2	Eastport Maine, U.S.A	½	J. Cushing	100 00	Dec. 26, 1881	
	Total	8		200 00		

Cost of land lines	$ 825 00

CABLE.

Cable $1\frac{90}{100}$ nautical miles, Welchpool, Campobello to Eastport, Maine, U.S.A	2,100 00
Total	$2,925 00

TOTAL COST BAY OF FUNDY TELEGRAPH SYSTEM.

Land lines, 29 miles cost	$2,825 00
Cables, $9\frac{18}{100}$ nautical miles cost	10,100 00
Total	$12,925 00

ESTIMATED COST OF ANNUAL MAINTENANCE AND REVENUE.

Land lines. Salaries and repairs	$1,000 00	
Cable. Repairs, probably	1,500 00	
Total	$2,500 00	{ Required in Estimates 1882-83.
Less probable revenue	750 00	
Balance deficit	$1,750 00	

TELEGRAPH AND SIGNAL SERVICE—*Continued.*

MAGDALEN ISLANDS TELEGRAPH SYSTEM.

MAGDALEN ISLANDS SECTION.

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salaries per annum.	Date of Appointment.	MEMOS.
				$ cts.		
1	Amherst	0	Miss Campbell	50 00 or Com'n.	June 10, 1881	N.B.—The Commission is 25 p.c. upon all business to and from the office; said commission guaranteed not to be less than at the rate of $50 per annum.
2	Amherst Lighthouse	9	Wm. Cormier	50 00	June 11, 1881	
3	Etang dn Nord Village	15	P Pelletier	360 00	Dec. 1, 1881	Plus $30 per annum for rent. General line repairer.
4	do Lighthouse	1	Miss O'Brien	50 00 or Com'n.		2 wire loop.
5	House Harbor	8	P. Joncas	50 00		1 mile loop. Short cable of 750 feet in length.
6	Wolf Island	28½	N. Clark	50 00	Sept. 25, 1881	
7	Grosse Isle	11	A. LeBourdais, D. Supt.	500 00	Aug. 17, 1880	Plus $1 per day when absent on duty.
8	Bird Rock	Cable	T. Turbide	50 00 or Com'n.	Aug. 20, 1881	
9	Grand Entry	11	Miss McPhail	50 00		
	Totals	83½		1210 00		

Cost of above land lines complete, with instruments, at $130 per mile $10,855 00

CABLES.

Distance, Grosse-Isle to Bird Rock, $18\frac{24}{100}$ nautical miles
" Old Harry to Meat Cove, C.B., $54\frac{30}{100}$ "
" Across House Harbor Gut, $\frac{46}{100}$ "
} At a general average cost of about $1,100 per mile laid down, $73\frac{30}{100}$ miles 80,630 00

Total $91,485 00

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salaries per annum.	Date of Appointment.	MEMOS.
				$ cts.		
1	Meat Cove	0	A. B. McDonald	420 00	Nov. 7, 1880	
2	Aspie Bay	10½	R. G. Zwicker	50 00 or Com'n.		N.B.—The commission is 25 p c. upon all business to and from the office; said commission guaranteed not to be less than at the rate of $50 per annum.
3	O'Neil's Harbor (½ way house)	15		50 00 do		
4	Ingonish North Bay	9	J. W. Bourke	50 00 do		
5	Ingonish Harbor	10½		360 00		General Repairer. Plus $1 per day when absent on duty.
6	McLennan's	23		50 00 or Com'n.		
7	St. Anne's South Bay	19		50 00 do		N.B.—This section is at present operated and maintained by the Dominion Telegraph Company, but at the cost of the Government. The agreement is for ten years (expiring 18th April, 1891) but can be cancelled on one year's notice.
8	Baddeck (Loop line)	13	Miss Dunlop	50 00 do		
9	Englishtown	6	Miss McLean	50 00 do		
10	Kelly's Cove	2	C. Campbell	50 00 do		
11	Big Bras d'Or	6	H. Campbell	50 00 do		
12	North Sydney	12½				
	Total	126½		1230 00		

Cost of above land lines complete, with instruments, at $110 per mile	$13,915 00
CABLE.	
Crossing Big Bras d'Or, ½ nautical mile	550 00
	$14,465 00
TOTAL COST MAGDALEN ISLANDS SYSTEM.	
Land lines, 210 miles cost	$24,770 00
Cables, $73\frac{80}{100}$ nautical miles cost	81,180 00
	$105,950 00
ESTIMATED COST OF ANNUAL MAINTENANCE OF MAGDALEN ISLANDS SYSTEM.	
Land lines. Salaries and repairs	$3,500 00
Cable. Repairs, say	1,000 00
Total	$4,500 00 { Required in Estimates, 1882-83.
Less probable revenue	1,000 00
Balance deficit	$3,500 00

TELEGRAPH AND SIGNAL SERVICE—*Continued.*

ANTICOSTI TELEGRAPH SYSTEM.

ANTICOSTI ISLAND SECTION.

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salaries per annum.	Date of Appointment.	MEMOS.
				$ cts.		
1	Fox Bay	0	Miss Nickerson	50 00 or Com'n.	Aug. 11, 1881	N.B.—The Commission is 25 per cent. upon all business to and from the office; said Commission guaranteed not to be less than at the rate of $50 per annum.
2	Heath Point Light-house	23	Mr. Gagnon	50 00 do	July 20, 1881	
3	South Point Light-house	32½	Mr. Carter	50 00 do	July 27, 1881	
4	Shallop Creek	17½	Mr. Bradley	50 00 do	July 7, 1881	
5	Salt Lake	52½	F. Denault	360 00		General Repairer. Plus $1 per day when absent on duty.
			Miss Denault	50 00 or Com'n.		
6	South-West Point Light-house	15	Miss E. Pope	50 00 do	Oct. 18, 1880	
			J. A. LeBourdais	450 00	Aug. 17, 1881	District Superintendent. Plus $1 per day when absent on duty.
7	Jupiter River	7		50 00 or Com'n.		
8	Otter River	17½		50 00 do		
9	Becsie River	22	Miss Ascah	50 00 do	Oct. 8, 1881	Plus $1 per day for her father when he is absent on repairing duties.
10	Cape Eagle (Ellis Bay)	10		50 00 do		
11	West Point Light-house	14	Mr. Malouin	50 00 do	Aug. 1, 1881	
12	English Bay	3		50 00 do		
	Totals	214		1,410 00		

Cost of land lines complete at (say) $165 per mile $35,300 00

CABLE.

S.W. Point Light-house to L'Anse à Fougère, Gaspé, 44 27/100 nautical miles at $1,100 laid down. 48,700 00

Total $84,000 09

GASPÉ SECTION.

No.	STATIONS.	Intermediate distances. Miles.	Operators.	Salaries per annum.	Date of Appointment.	MEMOS.
				$ cts.		
1	L'Anse à Fougère	0		50 00 or Com'n.		N.B.—The Commission is 25 per cent. on all business to and from the office; said Commission guaranteed not to be less than at the rate of $50 per annum.
2	Gaspé Basin	28	J. J. Annett	100 00	Oct. 16, 1881	Plus his salary as operator for the Montreal Telegraph Company.
		28		150 00		

Cost of land line $1,925 00

TOTAL COST OF ANTICOSTI TELEGRAPH SYSTEM.

Land lines, 242 miles	$37,225 00
Cable $44\frac{27}{100}$ nautical miles	48,700 00
Total	$85,925 00

ESTIMATED COST OF ANNUAL MAINTENANCE AND REVENUE.

Land lines. Salaries and repairs	$3,500 00	
Cable. Repairs, say	500 00	
Total	$4,000 00	Required in Estimates 1882-83.
Less Revenue, probably	500 00	
Balance deficit	$3,500 00	

N.B.—In connection with the Signal Service a land line 206 miles in length has been erected between Grand Metis and Gaspé Basin for a bonus of $16,000, and is now maintained and operated by the Great North Western Telegraph Company without further expense to the Government. *Vide* Signal Service, page 20.

TELEGRAPH AND SIGNAL SERVICE—*Continued.*

CHICOUTIMI AND NORTH SHORE OF ST. LAWRENCE TELEGRAPH SYSTEM.

CHICOUTIMI SECTION.

	STATIONS.	Intermediate Distances. Miles.	Operators.	Salaries.	Date of Appointment.	Memos.
1	Bay St. Paul	0	The Operators on this line are appointed and paid by the Company operating the line.			This line was completed Sept. 1st 1881.
2	St. Urbain	9				This line is operated and maintained by the Great North Western Telegraph Company, (assignees of the Montreal Telegraph Company) per agreement to that effect.
3	Petit Lac Ha! Ha!	37				
4	St. Alexis	31½				
5	St. Alphonse de Bagotville	3				
6	Chicoutimi	11½				
	Total	92				

CONSTRUCTION.

Cost of land line complete, at $135.00 per mile $12,420 00

MAINTENANCE.

Included in agreement with Montreal Telegraph Company for North Shore Section.

NORTH SHORE SECTION.

	STATIONS.	Intermediate Distances.	Operators.	Salaries.	Date of Appointment.	Memos.
1	Murray Bay	0	The Operators on this line are appointed and paid by the Company operating the line.			The line to Anse du Portage was completed 23rd July, 1881.
2	St. Fidèle	10				The line to Mille Vaches was completed 7th November, 1881.
3	St. Simeon	11				1 Nautical mile of this distance is Submarine Cable which was laid November 21st, 1881.
4	Anse du Portage	23				
5	Tadousac	2				
6	Bergeronnes	10				
7	Escoumains	10				
8	Mille Vaches	21				

9	*Portneuf Village*	9	This section of the North Shore line yet to be completed.			This line (as far as completed) is to be operated and maintained by the Great North Western Telegraph Company (assignees of the Montreal Telegraph Company) per agreement to that effect.
10	*Portneuf Lighthouse*	2				
11	*Sault au Cochon*	7			Loop line.	
12	Betshiamits	25½				
13	Pointe aux Outardes	12				
14	Manikuagan	15				
15	River Godbout	27				
16	Pointe des Monts	12				
17	Sept Isles	68				
18	River Moisy	19				
19	River Chaloupe	45				
20	Poste de Mingan	50				
21	Pointe aux Esquimaux	18				
22	Natashquan	64				
23	Tohiskaska	18				
24	Wapitagum	42				
25	Mecatina	33				
26	Shecatica	50				
27	Bonne Espérance	49				
28	Blanc Sablon	24				
	Total	676½				

CONSTRUCTION.

Cost of land line complete to Mille Vaches, at $135.00 per mile	$11,610 00
Cost of one knot Phosphor-Bronze Covered Cable, laid across the entrance of River Saguenay, from Anse du Portage to Anse à l'Eau, near Tadousac	1,100 00
Total	$12,710 00

MAINTENANCE OF CHICOUTIMI AND NORTH SHORE SECTIONS.

Per agreement (terminating five years from completion of the whole of the lines which the Company contract to build) with the Montreal Telegraph Company... $1,600 per annum. { Required in Estimates for 1882-83.

Plus revenue—as per Order in-Council, No. 14,845, June 22nd, 1881—when the North Shore Section now completed to Mille Vaches, shall have reached Pointe des Monts.

TELEGRAPH AND SIGNAL SERVICE—*Continued.*

BRITISH COLUMBIA TELEGRAPH SYSTEM.

No.	STATIONS.	Intermediate Distances. Miles.	Operators.	Salaries per month.	Date of Appointment.	MEMOS.
				$ cts.		
1	Victoria	0	Miss S. A. McClure	80 00		Repairing allowance, $2.50 per day.
	do		J. H. Carmichael	60 00		
2	Cowichan	31	H. L. Good	50 00		2 miles being cable. Repairing allowance, $1 per day.
3	Chemainus	17	P. D. Conway	50 00		Repairing allowance, $1 per day.
4	Nanaimo	25	W. A. Lindsay	60 00		do $4 do
5	Departure Bay	3½				$50 per cent. Commission on all business between Nanaimo and Departure Bay.
6	Valdes	16	J. Wake	50 00		1 mile being cable.
7	Granville	35	S. McClure	50 00		20 miles being cable. Repairing allowance, $2 per day.
8	New Westminster	11½	J. Wilson, District Supt.	108 33		Repairing allowance, $4 per day.
	do		W. F. Archibald	100 00		Western Union Telegraph Company pay Government this amount
	do		E. LaForest	60 00		
9	Matsqui	36	J. McClure	60 00		Plus 36 miles of 2nd line wire. Repairing allowance, $1 per day.
10	Chilliwack	22	J. McCutcheon	50 00		Repairing allowance, $1 per day.
11	Hope	36	Miss E. M. Wirth	50 00		
12	Yale	13	A. Lindsay	50 00		Postmaster, &c. Repairing allowance, $2 per day.
	do		D. M. McMillan	30 00		
13	Boston Bar	25	J. A. Callaghan	50 00		Repairing allowance, $2 per day.
14	Lytton	32	J. J. McKay	60 00		$20 per month for horse-feed.
15	Spencer's Bridge	23	O. O'Hara	50 00		Repairing allowance, $2 per day.
16	Cache Creek	30	J. C. McClure	50 00		do $2 50 do
17	Savona's Ferry	22	Miss J. Wren	50 00		do $2 do } Branch Line.
18	Kamloops	26	L. Coates	50 00		do $2 do } Branch Line.
19	Clinton	26	M. O'Connor	50 00		Postmaster, etc. Repairing allowance, $2.50 per day.
20	Bridge Creek	53	Wm. Walker	50 00		$10 per month for horse-feed.
21	Hamiltons	50	G. Hamilton			50 per cent. Commission on all business to and from office.
22	Soda Creek	28	Henry Yates	60 00		$15 per month for horse-feed.
23	Quesnelle	54½	Miss A. Skinner	47 00		Postmistress, &c. $15 per month for horse-feed.

24	Stanley	48				50 per cent. Commission on all business to and from office.
25	Barkerville	13	James Stone	83 33		Postmaster, &c. Repairing allowance, $3 per day.
	Totals	676½	Plus 36 miles of duplicate wire.	1,508 66 per month=$18,104 per annum.		

TOTAL COST OF BRITISH COLUMBIA TELEGRAPH SYSTEM FROM JUNE 30TH, 1880.

430 miles land lines and 16 knots of sub-marine cables purchased from Western Union Telegraph Company	$24,000 00
Additional amount expended and to be expended to put land service in good order, about	12,000 00
Value of 210 miles additional new lines erected, say at a cost of $100 per mile	21,000 00
New cable laid, including cost of "Electron," say 26 knots at $1,100 per mile	28,600 00
Total present value	$85,600 00

ESTIMATED COST OF ANNUAL MAINTENANCE AND REVENUE.

Land lines. Salaries and repairs	$28,000 00	
Cables. Repairs, say	2,000 00	
Total	$30,000 00	Required in Estimates for 1882-83.
Less revenue, probably	20,000 00	
Balance deficit	$10,000 00	

SIGNAL SERVICE.

No.	Name of Station.	Signals in use.	Location.	Marine miles below Quebec approximate.
1	L'Islet	Flags	South Shore of River St. Lawrence	43
2	Rivière du Loup	Semaphore	do	85
3	Brandy Pots	do	do	85
4	Rimouski	Flags	do	150
5	Father Point Lighthouse	do	do	155
6	Little Metis Lighthouse	do	do	175
7	Matane Lighthouse	do	do	196
8	Cape Chatte Lighthouse	do	do	230
9	Martin River Lighthouse	do	do	255
10	Cape Magdalen Lighthouse	do	do	290
11	Fame Point Lighthouse	do	do	320
12	Cape Rosier Lighthouse	do	do	354
13	Cape Despair Lighthouse	do	Gaspé Coast, Gulf of St. Lawrence	384
14	Pointe Maquereau Lighthouse	do	do	408
15	West Point Lighthouse	do	Island of Anticosti	328
16	South West Point Lighthouse	do	do	356
17	South Point Lighthouse	do	do	413
18	Heath Point Lighthouse, East end of	do	do	435
19	Amherst Island Lighthouse	do	Magdalen Islands	475
20	Grosse Isle	do	do	475
21	Bird Rocks Lighthouse	do	do	480
22	Meat Cove, near Cape St. Lawrence, the Landing place of Magd'n Islands cable.	do	Cape Breton	530
23	Low Point Lighthouse	do	do	575
24	Cape Ray Lighthouse	do	Newfoundland	551
25	Pointe Lepreaux	do	New Brunswick	.....

The International Code of Signals is in use at the above stations.

Cost of construction	$4,000 00	
Cost of maintenance, including fishery bulletins and telegrams	5,000 00	Required in Estimates 1882-83.

RECAPITULATION.

Total length of land lines in operation	1,769½ statute miles.	Including 414 miles of land lines erected for a bonus of $32,000 account signal service.
do do 13 submarine cables	154¼ nautical "	
do cost value of the 8 systems	$352,650 00	
do do of annual maintenance, about	48,000 00	
do amount of revenue, about	22,255 00	

N.B.—The total deficit for the whole service, viz., $25,745 for 1881-82, will be about *one-half* of the nett deficit for British Columbia alone during 1878-79; the names of passing vessels, fishery bulletins and meteorological reports being transmitted free of charge over Government lines.

F. N. GISBORNE,
Superintendent.

30th November, 1881.

P.S.—For my report upon the Telegraph and Signal Service of Manitoba and the North West Territory, *vide* Department of Railways and Canals.

F. N. G.

APPENDIX No. 11.

LETTER FROM THE MONTREAL BOARD OF TRADE ON THE GULF TELEGRAPHIC SYSTEM.

No. 19372.

OFFICE BOARD OF TRADE,
MONTREAL, 2nd December, 1881.

SIR,—Since the close of the shipping season, the Council of this Board has had its attention drawn to a number of particulars which afford further proof of the value of the extension of the Telegraphic system to the Gulf of St. Lawrence and Islands, inasmuch as the scheme being carried out by the Government has already led to the saving of live and property by making it possible to *render immediate assistance* to stranded or wrecked vessels. The importance of the project has, moreover, been made doubly valuable, inasmuch as by its instrumentality, efficient aid and succour was rendered very recently to distressed and famishing people on the Island of Anticosti. There can hardly be a doubt but that the weather and fishery bulletins which have been issued during a considerable part of the past season, have been of great service to the Gulf fishing interests of Canada.

The Council has watched with a great deal of interest, the progress that has been made from year to year since the project was initiated; and I am very respectfully to communicate to you its earnest hope that the work of extension will continue to be vigorously prosecuted, and especially that the North Shore Line may be continued to the eastward and along the straits of Belle Isle to Point Amour in Forteau Bay, for the substantial reason that such an extension would prepare the way for establishing a calling station during the season of navigation for steamships coming to, or going from, the St. Lawrence River.

I am therefore desired to sollicit your consideration of what is herein submitted, and your decision in favor of the great maritime interest that would be promoted thereby.

I have the honor to be,
Sir,
Your obedient servant,

WM. J. PATTERSON,
Secretary.

Hon. SIR HECTOR L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works,
Ottawa.

APPENDIX No. 12

LETTERS FROM HON. P. FORTIN, M.P., ON THE TELEGRAPH AND SIGNAL SERVICE SYSTEM IN THE GULF OF ST. LAWRENCE; ON THE UNITED STATES SIGNAL SERVICE; AND ON THE NORWEGIAN TELEGRAPH SYSTEM.

THE GULF SYSTEM.

(Translation.)

OTTAWA, 28th November, 1881.

No. 19591.

SIR,—In the early part of the month of May, 1875, six large steamers carrying over one thousand persons and valuable cargoes in addition, were considerably delayed, some of them for several weeks, in their course through the gulf of St. Lawrence. They were of course the vanguard of the fleet of steamers which enter our ports of Quebec and Montreal every year.

Great anxiety resulted in Canada, in the United States and in Europe, as may well be fancied. There were no means of communication whatsoever with the coasts or islands near which these vessels might be. Had they foundered on the high seas? Had they been driven ashore by the ice? Or were they simply detained by an impassable ice barrier, at the entrance of the gulf? No one knew, no one could know.

The idea of a telegraphic system for our coasts and the islands of the gulf, was mooted in consequence of the commotion caused in maritime circles by fears for the safety of those vessels. I must add that it then became evident that a powerful auxiliary was needed for the navigation of the St. Lawrence. The press received the suggestion with favor, and the ship-owners and seamen gave it their best support, for they saw that it was a new means of developing the navigation of that magnificent river.

In 1876, a committee of the House of Commons, after an examination of the proposed system of telegraphs, its advantages and probable cost, reported strongly in favor of the establishment of the system.

The Government soon took the matter in hand, for public opinion evidently demanded it; and in 1879, a sum of $35,000 was voted by Parliament, of which $20,000 was for a coast line between Halifax and Canso. The remaining $15,000 was to be an annual permanent grant offered in order to induce capitalists to construct and work the telegraphic system of the Magdalen Islands and Anticosti.

But the attempt did not succeed, for the undertaking seemed to be a hazardous one, though it was not so in reality.

In the following year, 1880, $10,000 of the grant of $15,000 was capitalized at 5 per cent, which gave ($200,000) two hundred thousand dollars; and so soon as that amount had been voted by Parliament, the Department of Public Works began the work in earnest. A special service was organized in that Department, called "The Telegraph and Signal Service," and it was placed under the superintendence of Mr. F. N. Gisborne, whose acquirements and skill in all matters relating to land or marine telegraphy are well known.

I have recurred to these facts in this letter for the purpose of shewing that it was only after five years of work and enquiry that the idea of coast telegraphs as an adjunct to the navigation of the gulf and river St. Lawrence was put in execution.

Since then the work of constructing the land lines and laying the electric cables has been carried on with reasonable rapidity. The work has been well and economically done, and the materials used are of the best quality. The Magdalen Islands and Anticosti systems estimated at ($200,000) two hundred thousand dollars, have cost in fact only ($180,000) one hundred and eighty thousand dollars, and with the balance most useful coast lines have been constructed in Nova Scotia and New Brunswick, besides among others the system of Grand Manan Island.

I give below a statment for which I am indebted to the kindness of Mr. Gisborne, showing the lines in operation and the number of miles of land telegraph in operation and the number of miles of submarine cable laid.

I.

MAGDALEN ISLANDS AND CAPE BRETON SYSTEM.

The system consists of:—

83½ miles of line on Magdalen Islands.

54 90/100 miles of electric cable between Magdalen Islands and Cape Breton, and the line from Meat Cove to Sydney 113½ miles, to which must be added 13 for the Baddeck line, making a total of 126½ miles,

There are (9) nine stations in operation on the Magdalen Islands and in Cape Breton.

II.

The Island of Anticosti.

This system consists of the following:—

Line from Gaspé Basin to Anse à Fougère, 28 miles.

Electric cable between Anse à Fougère and the Island of Anticosti, 44 miles;

Line on the Island of Anticosti, 213¾.

There are (7) seven telegraph stations, of which four are also signal stations, in full operation on the Island of Anticosti.

III.

NORTH SHORE OF THE RIVER AND GULF OF ST. LAWRENCE.

This system includes the following:

A line between Bay St. Paul and Chicoutimi; this is a branch line for the Saguenay navigation.

The principal line starts from Malbaie (Murray Bay). It was commenced last year and, this fall, reached the village of Mille Vaches.

A cable one mile in length was laid across the Saguenay.

Line from Murray Bay to Mille Vaches, 86 miles.

There are (8) eight stations in operation.

IV.

COAST LINE FROM HALIFAX TO CANSO, N.S.

This system consists of a line erected along the coast, which will hereafter be placed in communication with the lighthouses erected on the Islands bordering the coast, by means of semaphores.

Length, 210 miles.

There are (17) seventeen stations in operation.

V.

GRAND MANAN ISLAND SYSTEM.

This system consists of a line crossing the island at its greatest width, a length of 38¼ miles, with a cable $9\frac{18}{100}$ miles connecting the island with the main-land opposite.

There are (6) six stations in operation.

This gives for the Province of Quebec:
502¼ miles of land line,
74 " electric cable.
For the Province of Nova Scotia:
364¼ miles of land line,
36 " electric cable.
For the Province of New Brunswick:
28¼ miles of land line,
$9\frac{18}{100}$ " electric cable.

Total.

Telegraph lines on land, 895½ miles.
Submarine electric cables, 119 "
Total number of Stations, 47.

GULF OF ST. LAWRENCE.

PROPOSED LINES.

The Magdalen Islands and Anticosti systems being completed and in full operation, we must deal with the line on the north shore.

At first it was considered impossible to reach the Strait of Belle-Isle, in view of the apparent difficulty of such an undertaking, at certain points on the coast. But, in 1878, after further examination, the idea of extending the line to Forteau Bay, in the Strait of Belle-Isle, was mooted and received with favor by the press and the public. The more the matter is looked into the more it becomes evident that, inasmuch as the whole of the steam fleet and many sailing vessels have adopted the Strait of Belle-Isle as the most direct and shortest route from the Atlantic to Quebec and Montreal, they should be afforded facilities in the form of telegraphic communication with the coasts, harbors and bays of that Strait.

Now at the present moment, these coasts which are almost uninhabited, and which are sterile and afford no resource except the fisheries, are still entirely without communication either by postal service or by telegraph, with the rest of the country. And if an accident happens to a vessel on these coasts there are no means whatever of promptly making known her dangerous position and of summoning help in time.

The interests of commerce then, urgently call for the extension of the telegraph line on the north shore as far as Forteau Bay, or rather to Point Amour (which is east of that bay and where there is a lighthouse and fog-whistle) to meet the requirements of navigation.

But we shall gain something more by the opening of this line, for when we have a telegraph station at Point Amour lighthouse, which will then be in constant connection with Canada, the United States, and in fact the whole world, it will be possible to land at Forteau Bay, which is easy of access at all times during the season of navigation, despatches, lists of passengers, private messages, &c., &c., after a run of five days only from Moville, Ireland. This would then be the most rapid route for the transmission of news from Europe to America by steamer, and in that respect it would confer an undoubted superiority on Canada. It would be in a sense a realization of the greatly desired five-day journey between Europe and America.

As a matter of fact the sea voyage can only be said to last so long as you are on the wide seas and as it were cut off from the world and utterly unable to communicate with the land, that is to say, during the ocean voyage between Moville and Forteau. Once that port made, vessels would once more be in communication with the whole world by means of the telegraph. What is still more, between Forteau and Quebec other means of communication would be available, viz:—

1st The telegraph stations and signal stations of the Island of Anticosti, nine in number;

2nd The stations on the south shore of the St. Lawrence from Gaspé to Québec, numbering ten, being a total of nineteen.

It seems to me that this is a national work, that it forms part of the system of coast telegraphs, which should be put in operation as soon as possible if we desire to keep pace with our neighbours or compete with them successfully in the important matter of the carrying trade between Europe and America.

But I have been looking at the project under one of its aspects only. See what useful and profitable service this telegraph line would render to the vast and well known fisheries of Labrador and to vessels in distress on those remote and isolated coasts.

NORTH SHORE TELEGRAPH LINE CONSIDERED AS AN AUXILIARY TO THE FISHERIES.

The Government has been (and I think still is) negotiating with the Montreal Telegraph Company for the extension of this line next spring from Mille Vaches to Point des Monts.

Moreover, as there are no maritime fisheries or very few in this locality, the remarks I am about to make on the Labrador fisheries will apply only to the coast line extending from Point des Monts to Anse aux Blancs Sablons, the eastern limit of Canada, and Forteau is only twelve miles further east than Blancs Sablons.

I shall divide the coast into two parts:—The first extends from Point des Monts to Esquimaux Point, the latter point being an incorporated village with over fifteen hundred inhabitants, all fishermen.

Extent of coast, 190 geographical miles.

Number of harbors and fishing stations	25
" fishing schooners	44
" fishing boats	445
" men employed in the fisheries	2,113

The second part extends from Esquimaux Point to Anse aux Blancs Sablons, the eastern limit of Canada, and thence to Forteau Bay, which is only 12 miles further.

Extent of coast in geographical miles	290
Number of harbors and fishing stations	25
" fishing schooners	22
" " boats	298
" men employed in the fisheries	820

Value of products of the various fisheries of this coast in 1880, $1,401,288.95.—One million four hundred and one thousand two hundred and eighty-eight dollars, ninety-five cents.

I take the following from the report, 1880, of the officer in charge of the expedition for the protection of the fisheries in the Gulf of St. Lawrence, Dr. Wakeham.

In the chapter headed "Cod," page 76 of his report, the Doctor says, speaking of the north shore:—

"This fishery has been one of unusual abundance. The season was far advanced "before the fishing began, but there seemed to be no limit to the quantity of fish. "The various fishing establishments were taxed to the utmost to handle the fish, and "in some cases there was a scarcity of salt for curing purposes. Had we had "telegraphic communication with the north shore, as I trust we will have before

" very long, many of our south shore fishermen would have abandoned the fishing on " the south shore and taken themselves and appliances across to the north shore " where the fishing was so good.

* * * * * * * * *

" There must have been at least 500 schooners cod-fishing off St. Augustine and Bonne Espérance Divisions."

Dr. Wakeham estimates at 175,000 cwts., the quantity of cod taken by these schooners, most of which belong to the Maritime Provinces.

Thus Dr. Wakeham does not hesitate to assert that with a telegraph line on the north shore, the south shore fishermen who for whole months took hardly anything, might have been notified by means of the electric telegraph to go to the north shore, a distance of only one day's sail, there to gather an abundant harvest, in the vast field cultivated by the hands of Providence itself, without the help of man, and take their share of the rich and varied yield of cod, herring and every species of smaller fish upon which the former prey, which furnish an article of food so wholesome and so easily shipped to foreign countries.

But this is not all. On the eastern part of this coast, that is to say, from Esquimaux Point to Anse aux Blancs Sablons, the fishing schooners go from harbor to harbor, from fishing post to fishing post, seeking for cod and herring, but they are as it were groping in the dark, and when they are in one harbor they do not know what is taking place on the rest of the coast. They are simply " trying their luck."

Some times they succeed. But have I not, myself, during the sixteen years that I commanded the service for the protection of the fisheries in the Gulf of St. Lawrence, many a time seen from twenty-five to fifty schooners anchored for weeks in some harbor waiting for cod or herring? But the shoals of fish had struck the coast elsewhere, and while in neighboring harbors, great takes were being made, these vessels were waiting their chance, not knowing, and quite unable to know, what was taking place at other points of the coast on either side of them. The unfortunate fishermen were meantime a prey to depression and weariness during those days of enforced idleness, which destroyed their brightest hopes.

But the telegraph would completely alter the face of things in these waters, since the fishermen whether residents of the coasts or belonging to schooners frequenting them yearly for the purpose of fishing, would know on what part of the coasts, near what harbour, the shoals of fish abound and where the bait run in. In short they would follow the trail of the fish as the hunter follows game on land.

I may say, moreover, that all who are well acquainted with the north shore and the coast of Labrador are firmly convinced of the utility or rather the necessity, of a telegraphic line on this coast.

Now with regard to the erection of this line, I leave it to those who are skilled in such matters to say whether we can or cannot reach Forteau all the way by means of lines erected on land along the coast. I may say, however, that between Esquimaux Point and Forteau there are many serious difficulties in the way of erecting a line of the kind, on account of the islands and rocks bordering the coast; at some points the islands extend as far out as twelve miles from the shore. Now, telegraph or signal stations can only be of use when located on the islands in the offing, where the harbors used by the fishermen are located.

Within the last few years great improvements have been made in sub-marine cables, and the cost has been much reduced, so that submarine lines might be used for a great portion of this telegraphic system. From Point des Monts to Esquimaux Point there can be no serious difficulty whatever in the way of erecting a land telegraph the whole way along the coast, so that telegraph and signal stations can be placed at all the chief harbors and fishing stations.

Between Esquimaux Point and Forteau, if submarine electric cables have to be used, as will probably be the case, the cables may be submerged along the coast, in many places inside the outer islands and rocks and be made to connect one important harbor or fishing place with another.

As the result of my own study of the matter, of the information I have gathered and of my experience derived from sixteen years of cruising on this coast, I would point out the following as the harbors or fishing stations where the submarine cables should touch and where there should be telegraph or signal stations:

	Miles.
1. Esquimaux Point	0
2. Nataskuan (the Harbor)	65
3. Coacoachou	65
4. Little Mecatina	48
5. Great Mecatina	18
6. La Tabatière	5
7. St. Augustin	25
8. Bonne Espérance	36
9. Bradore Bay	15
10. Anse aux Blancs Sablons	8
11. Bay of Forteau	12
	297

12. A station at Nataskuan Point connected with the Harbour of Nataskuan.

SHORT DESCRIPTION OF THE SEVERAL HARBORS ABOVE MENTIONED.

1. Esquimaux Point is an excellent harbor, capable of sheltering two hundred or more vessels of any tonnage. The village has over 1500 inhabitants, all fishermen, owning twenty-three (23) schooners and a large number of fishing boats, all employed in catching seal, cod and herring in the Gulf of St. Lawrence.

2. The Harbor of Nataskuan is capable of affording perfect shelter to 200 fishing schooners. There is also an anchorage for vessels of the largest tonnage.

Along the Nataskuan Coast, in the vicinity, and on the banks in the offing, cod is always to be found in abundance. Nataskuan has always been considered one of the best fishing grounds of the whole north shore. It is in consequence resorted to each year by a large number of fishing schooners, chiefly from the Maritime Provinces.

There are several fishing establishments in the harbor, and the population consists of some fifteen families. At a distance of three miles towards the south, is the well known Nataskuan river, one of the most productive salmon rivers of the north shore.

3. Coacoachou, at the entrance of the river of that name, is one of the best harbors on this coast. It is capable of sheltering a whole fleet of large vessels. It is situated a few miles west of Cape Whittle, which is at the entrance of the Strait of Belle Isle. Though there are no important fisheries in the vicinity of this harbor, still it would be an advantage to connect it with the telegraphic system, for it might serve as a port of refuge for the large steamers navigating these waters in case of their being disabled.

4. Little Mecatina Island has two good harbors for fishing-schooners, and there are good cod-fishing grounds in the vicinity. Moreover, it stands high out of the sea and is visible from a long distance, and vessels navigating the strait may require to run in there for shelter.

5. Great Mecatina is also a lofty island easily identified from a distance off, and in its vicinity is the harbor of Bay des Moutons, one of the best and most frequented of the whole coast.

A large number of schooners from the Province of Quebec and the Maritime Provinces resort to it every year, and the fishing banks of the vicinity are excellent and easy of access. Bait is also, generally speaking, abundant.

6. La Tabatière (Fish Harbor) is one of the best seal fishing grounds of the whole coast. It is also inhabited by several families.

7. St. Augustin consists of a group of islands lying off the mouth of the river of

that name, and not less than twelve miles from the main land. It has always been an important centre for the seal, salmon, cod and herring fisheries. There are several good and well known harbors in this group of islands.

8. Bonne Esperance is one of the best known and most frequented harbors of the coast, like Bay des Saumons, whose waters flow into it. It lies off the mouth of the river St. Paul or Quitzaqui, a river of considerable magnitude and renowned as a salmon river ever since the discovery of Canada.

In former days large numbers of Esquimaux and Indians lived on this part of the Labrador coast, and when Jacques Cartier visited it for the first time, the French had already a stone fort erected and mounted with cannon to meet their assaults. This fort had been built at the head of a large bay, which was then called the "Port de Brest." It is now "Old Fort Bay," and is situated a few miles to the west of the St. Paul River.

The cod fisheries of Bonne Espérance and Baie des Saumons are about the most productive on the north shore.

9. Bradore Bay has long been celebrated for its seal, herring and cod fisheries. The Spaniards had large fishing establishments here, before the French entered these waters.

Bradore has always been an important centre. There are here two harbors for vessels of every class. A large number of fishing vessels resort to this locality every year for the cod and herring fisheries, the latter being the well-known Labrador herring. In the vicinity of Bradore, at Anse des Dunes, I have seen as many as six hundred (600) barrels of herring taken in one haul with a seine.

10. Anse aux Blancs Sablons is a celebrated and well known locality.

There are several large fishing establishments there, and it is the yearly resort of some two or three hundred fishing schooners attracted by its cod and herring fisheries, which are generally speaking most productive.

Blancs Sablons Bay is sheltered by two islands, Ile à Bois and Ile Verte. At this place, I have often seen boats manned by two men only, take as many as two thousand cod and even more in a single day. A large number of fishing schooners gather in this harbor every year.

The eastern boundary line of Canada, is at the head of this bay near the mouth of a small river. Beyond is Labrador, under the jurisdiction of Newfoundland.

11. Forteau Bay is one of the finest on the whole coast, it offers great facilities for the cod and herring fisheries. There are a number of residents engaged in fishing and hunting. The largest vessels can run in here at all times, day or night, while the navigation is open in the Strait of Belle-Isle. There is a good anchorage and good shelter from all winds. On the east side is Point Amour, on which stands one of the finest lighthouses in America. It is a lofty tower built of stone, brick and cement, furnished with a Fresnel dioptric light, which is visible from the other side of the strait, a distance of over 15 miles. It is also furnished with a steam whistle for the guidance of vessels in foggy weather.

This is the point I recommend as the terminus of the North Shore telegraphic line.

Before concluding I would point out that the whole network of sub-marine cables starting from Esquimaux Point and extending towards Forteau, and in its course connecting all the harbors and fishing stations I have enumerated, can nearly everywhere, be submerged inside the outer islands, and will therefore be sheltered from the ice which sometimes grounds on the coast.

It may not be out of place to mention here that on the 30th June, 1862, when on board the "Napoléon III," I found an iceberg aground at the entrance of Forteau Bay, where it lay for over a month, in twenty-five fathoms of water. It stood at least seventy (70) feet above the water. His total height was therefore two hundred and twenty feet. I climbed the iceberg with four of my crew.

The telegraphic systems above mentioned on the island of Anticosti, the Magdalen Island and Grand Manan Island, were commenced, completed and put in operation under your administration. To you, sir, also should fall the honor of completing, by

the extension of the north shore line to Forteau, the coast telegraphic system of the gulf of St. Lawrence, which will be of such vast service to shipping, to trade and to the fisheries of Canada. You will doubtless have no difficulty in obtaining from Parliament the means for prosecuting energetically the work of construction already begun on this north shore line, so that it may reach Forteau within a few years.

I cannot conclude without calling your attention to a number of short telegraphic lines which should be erected in order to connect several important points on the sea coasts of the Provinces with the telegraphic system of Canada.

I would mention specially:

1. A line about 16 miles in length to connect the east point of Prince Edward Island with the telegraphic system of that island.

2. A line one tenth of a mile in length to connect Cape North Lighthouse on that island with the same system.

3. A line of 20 miles in length to connect the lighthouse at Point Escuminac, the southern point of Miramichi Bay, with the telegraphic system of New-Brunswick.

4. Another line of about 16 miles in length to connect the extreme eastern point of Cape Sable Island with the port of Barrington, Nova Scotia.

COAST LINE TELEGRAPHS IN THE UPPER LAKES.

I have not spoken as yet of the great lakes, that unbroken chain of inland seas which enables us to penetrate to the heart of the continent of North America, as a field to which the system of coast telegraphs might be applied with advantage.

It is not that I am unwilling to admit their usefulness for our inland navigation, but it is hardly two years since the Government began the erection of coast telegraph lines, and it seemed to me to be proper that the coasts of the Gulf of St. Lawrence, our great commercial highway, should receive before all others, the benefit of this powerful agent which annihilates time and distance. But now that the telegraphic systems of the Gulf of St. Lawrence have been in good part constructed, and we are in hopes of seeing the whole completed within a few years, it is natural that public attention should be directed towards the great lakes, the inland and not least important portion of the great highway of the St. Lawrence.

Canada holds the north shore of the following great lakes: Erie, Ontario, Huron, and Superior. Now the following is the approximate length of the Canadian coast of each of these lakes, in English miles:

Lake Ontario	250	miles.
" Erie	290	"
" Huron, including Georgian Bay	620	"
" Superior	400	"
Total	1,560	miles.

I must say that I have not as yet fully informed myself as to the real requirements of navigation on these lakes, as to coast telegraphs, but I can at least recommend what is most urgent and necessary, namely, telegraphic lines starting from the lighthouses erected on the most prominent points and their connection with the nearest telegraph line, thus placing these lighthouses, which would all serve as points of observation, in permanent connection with the telegraphic system of Canada.

I would mention specially Long Point, Rondeau Point, and Point Pelée in Lake Erie; Salmon Point on Lake Ontario, &c., &c.

Once the system of coast telegraphs is put in operation on the shores of the lakes, the signal system will follow of itself and in a short time the whole lake fleet will at last adopt the international code of signals. Thus vessel owners on the one hand will be enabled to follow their vessels from point to point, and the vessels themselves will be enabled to call promptly for all needed assistance in case of accident, grounding, &c., &c.

I append to this letter a testimonial in favor of the coast telegraph system and

its further extension along the north coast of the Gulf of St. Lawrence, signed by all the agents of Maritime Insurance Companies at Montreal, and two others, one from J. B. F. Painchaud, Collector of Customs of the Magdalen Islands, and the other from Messrs. Ritchie & Co., relating to services rendered to shipping by the telegraph system of the Magdalen Islands.

I have the honor to be, Sir,
Your obedient servant,

P. FORTIN.

To the Honorable
Sir HECTOR L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works.

MONTREAL, 16th November 1881.

DEAR SIR,—In reply to your enquiry as to my opinion as an underwriter of ships and cargoes, of the value of the Government Gulf Telegraph System, and especially of the news of the SS "Lartington" lately wrecked on Anticosti which reached here promptly:

I beg to say on my own behalf as well as others interested in our navigation that this Gulf System of telegraphy is of inestimable value to the commerce of the country, it is impossible that any other opinion could be formed of it, the wisdom of the Government is conspicuously shown in the construction of these lines, and no time should be lost in extending them along the North Shore to Belle-Isle either on land or by short submarine stretches.

I beg to say that I have seen several of my fellow underwriters and others and their names signed below endorse my views of the value of these lines.

M. H. GAULT, Agt.
Brit. America, Assu. Co.
THEODORE HART & SONS.,
for Commercial Mutual Ins. Co., of N.Y.
and Union Ins. Co., of Philadelphia.
JACKSON RAE, Agt.
International Marine Ins. Co., Cinn.
PERCEVAL TIBBS, Agt.
Reliance Marine Ins. Co., Limited, of Liverpool.

HERRIMAN & ROSS,
Managers, B.M. Underwriters.
HENRY STEWART, Marine Underwriter
for Royal Canadian Insurance Co.
J. H. ROUTH & Co., Agts.,
Western Assurance Co.
J. F. NOTT & Co., Agts.,
The Marine Insurance Co., Ltd.
HENRY CHAPMAN, Agts.
Lloyd's Underwriting & Agency Association, London.

F. W. HENSHAW, Esq., President.
Montreal Board of Trade.

(Translation.)

MAGDALEN ISLANDS, AMHERST HARBOR,
Vid PICTOU, 7th December, 1881.

SIR,—In the interest of the telegraphic lines established on these islands, I have the honor to send you the enclosed letter just received from the important mercantile house of D. & J. Ritchie & Co., of Newcastle, N.B., showing the service rendered to them by the line, when their vessel, the "Jardine Bros.," went ashore in September, on these islands. The same was the case with the ship "Governor;" and if I was enabled to transmit the message to the master and give him the instruction received it was thanks to the telegraph line. With the help of good counsel, these vessels whose safety was imperilled, were enabled to escape from difficulties which might have been fatal, and as shewn by the letter, the "Jardine Bros," and "The Governor" were floated without serious damage.

You are at liberty, Sir, to make use of this letter and even to publish it, if you consider it useful to do so, in the interests of the telegraph, which it is now evident we could not do without.

I have the honor to be, Sir,
Your most obedient servant.

J. B. F. PAINCHAUD,
Collector of Customs.

Hon. P. FORTIN, M.P.

NEWCASTLE, N.B., 28th November, 1881.

DEAR SIR,—We write you at present to state that we desire to bear you our testimony to the very great value we attach to the cable and telegraph lines established and connected with your islands, and which in our opinion is likely to prove a great boon to shipping interests generally and especially of the Dominion. We have to acknowledge the very material benefit we have received from the said communication on the occasion of the stranding of our vessel the "Jardine Brothers" on the Magdalens in September last. Owing to the established line we were enabled to get immediate advice from our captain and could at once communicate with him and send such instructions which, together with the *assistance rendered*, probably saved said ship from becoming a wreck, but which in this case was floated without any serious damage or expense attending. The writer had the opportunity of being on the spot at the time and had the satisfaction of seeing the ship proceed on her voyage from England to Newcastle, N.B. There is no doubt that the established telegraph lines connecting with your islands is of the highest importance to all ship owners and others who may be similarly circumstanced as ourselves, and you are at liberty to publish the above if you wish.

We remain, dear sir,
Yours truly,

D. & J. RITCHIE & CO.

F. B. F. PAINCHAUD, Esq.
Collector of Customs,
Magdalen Islands.

UNITED STATES SIGNAL SERVICE.

OTTAWA, 28th November, 1881.

SIR,—I think it my duty to lay before you the following letter which General Hazen, Chief of the United States Signal Service, did me the honor of sending to me in the month of August last.

After merely glancing at the chart which accompanies it one can form an idea of the magnificent signal system which exists in the United States.

In Canada we are progressing in the same direction. Let us endeavor to be their rivals and even their superiors if such is possible in increasing the extent and efficiency of such works, which have as their object the succoring of our fellow men, and the lessening the losses to those engaged in navigation; occurring through shipwrecks.

I have the honor to be, Sir,
Your obedient servant,

P. FORTIN.

The Hon. Sir HECTOR L. LANGEVIN, K.C.,M.G.,C.B.
Minister of Public Works.

LETTER FROM GENERAL HASEN, OF THE U. S. ARMY, CHIEF DIRECTOR OF THE SIGNAL SERVICE OF THAT COUNTRY.

On March 3, 1873, Congress authorized the establishment of signal service stations at lighthouses and life-saving stations on the lakes and sea coast, and made provision for connecting the same with telegraph lines or cables.

Since that date lines have been built from Sandy Hook, New Jersey, south along the coast to Cape May, New Jersey; from Delaware Breakwater, Delaware to Chincoteaqui, Va.; from Norfolk, Va. *viâ* Cape Henry, Va., Kitty Hawk, Cape Hatteras, Cape Lookout and Wilmington to Smithville, N.C., the total distance is about 540 miles.

In order to connect these with the office of the Chief Signal Officer, wires are leased from the Western Union Telegraph Co., viz:—from Cape May, N.J., *viâ* Philadelphia, Pa., Baltimore, Md., and Washington, D.C., to Norfolk, Va., and from Delaware Breakwater, Del., to Philadelphia, Pa.

The following have been built and are operated by the signal service, but are merely connected with the Western Union Telegraph Company, viz:—from Narragansett Pier *viâ* Point Judith to Block Island, R.I., and from Rockport to Thatcher's Island, Mass. All are operated on the Morse system.

The following are the stations where meteorological observations are taken and cautionary signals displayed on the above, viz:—Thatcher's Island, Mass; Point Judith, New Shoreham and South East Light, Block Island, R.I.; Sandy Hook, Barnegat, Atlantic City and Cape May, N.J.; Delaware Breakwater, Del.; Chincoteaqui, Norfolk and Cape Henry, Va.; Kitty Hawk, Hatteras, Portsmouth, Fort Macon, Wilmington and Smithville, N.C. Repair stations are located at Manasquan and Little Egg Harbor (Life Saving Station No. 23), N.J.; Ocean City, Md.; Life Saving Station No. 6, (near False Cape), Cape Lookout, New River and Sloop Point, N.C. From Cape Henry to Kitty Hawk, there is a second line which connects the eleven intermediate Life Saving Stations with them by telephone, thus bringing the two branches of the Government service (Treasury and War) into united relations to each other.

The stations on the coast line are fully equipped with meteorological instruments for observation and signal apparatus for communicating with vessels passing or in distress. The practical result of the system is, *first*, to warn passing vessels of approaching storms, so they may seek shelter; *second*, in case of vessels being in distress to quickly summon the aid of the Life Saving Crews and the Wrecking Co. and to notify interested parties; *third*, Hatteras is a valuable station for first feeling the effect of a hurricane approaching the coast from the south and south-east.

During the building of the Cape Henry-Kitty Hawk section a vessel having a cargo of tea was stranded. The aid of the Norfolk Wrecking Co. was at once summoned. Both the vessel and cargo were saved, in advance of a severe storm which swept the coast. The value of the cargo was more than three times the cost of that section.

In case of vessels in distress temporary stations are opened abreast the same on the beach for the purpose of giving such personal assistance as may be possible, and for transmitting all information without any delay by wire to this office, to Wrecking Companies, Boards of Trade, Chambers of Commerce, &c.

It was found necessary to introduce into the lines drawn on accompanying map, twenty-seven lengths of submarine cable, to cross inlets which are navigable to small craft, and where on account of the low banks and the necessities of navigation, a suspended wire could not be used. The total length of these cables is eighteen miles, the shortest single length is thirteen yards, the longest forty-five hundred and eighty-one yards.

Thatcher's and Block Islands on the New England coast are connected with the shore by cables which are respectively twenty-six hundred and forty yards, and ten miles in length.

The average cost of building the line, the labor having been done by troops, is

about seventy dollars per mile. The average cost of establishing the stations is one hundred (100) dollars per station; the yearly average cost of maintaining station is three hundred (300) dollars; yearly average cost of maintaining line is thirty-six hundred and four (3,604) dollars for a total of about five hundred and forty (540) miles. This is exclusive of pay of troops and operators.

No rent is paid at Life-Saving Stations.

All signal service men are instructed in telegraphy, and the sea-coast lines are operated on the Morse System, excepting the telephone line from Cape Henry to Kitty Hawk.

The accompanying Chart shows all U. S. lines operated by the signal service. All other signal service stations of observations, &c., than those on the sea coast telegraph lines, are in telegraphic communication with this office through the lines of the Western Union (principally) and other telegraph companies.

THE NORWEGIAN TELEGRAPHIC SYSTEM.

(Translation.)

OTTAWA, 28th November, 1881.

Sir,—The task which I have imposed upon myself, and which I have the honor to bring before your notice, would be incomplete if I did not send you the following short notice upon the telegraphic system of Norway. A country which in respect to its climate, the industrial occupations engaged in there, the fisheries, the timber trade, the extent of water communication, the coasting trade, the configuration of its sea coasts, much resembles our Maritime Provinces and the Province of Quebec.

Norway has a sea coast of over 1500 nautical miles in extent, measured in a direct line, but by following the indentation of its bays and fiords, some of which are 60 miles in depth, the figure of 2,000 miles, at least, is reached.

This coast line fairly bristles with points, capes, &c., girt about with rocks and islands, some of which are forty miles in the offing. All these taken together go to make the coast navigation of Norway very dangerous.

All the prominent points on these coasts whether parts of the mainland, of an island, or of a rock, are united by telegraph wires or cables forming part of the Telegraphic System of Norway.

What study, what work of genius I may say, was required to conceive and carry out such a system, and to keep it constantly in thorough working order, it is almost impossible to express.

As the work of seamen it is one worthy of the descendants of the Norsemen.

I cannot state in what year this telegraphic system was perfected, but the following extract from a report of the English Vice-Consul at Christiania would make it appear that in 1866, the greater part of the system was already in operation.

Extract from the report of the Vice-Consul General of Her Majesty at Christiania upon the cod and herring fishery in Norway, for the year 1866:

"That part of the population directly or indirectly interested in the fisheries numbers about 150,000, and the number of fishermen regularly employed at the present time is 60,000.

"These latter in their boats come and go along the coasts, according to the reports which reach them as to the signs or prognostics, for example the appearance of the straw-herring, sea birds, whales, &c., &c., and formerly, before they had the telegraph wire to procure speedy information for them, the impossibility in their position of verifying the correctness of the reports, and the great distances they had to traverse to reach the neighborhood of the fishing banks, were the causes of numberless disappointments and deceptions, and often the catch was not as great as it might have been owing to the lack of hands to take the fish. All this has greatly changed since, especially as concerns the herring fishery.

"There are telegraph stations already constructed, and others are in course of erection at the principal points along the coast, and the inspectors require that directions should be every day posted up at each of the stations upon the appearance and position of the banks, and they keep up a constant communication with all the stations in operation.

"Field telegraphs are always ready to connect with the main line, and in this way the slightest movements of the banks of fish are attentively watched and promptly signalled, and it is a curious sight to see the sudden exodus of thousands of fishermen, with their accompanying train of buyers, salters, &c., with their equipage of boats, barrels and apparatus pushing forward towards a distant spot at the summons of the telegraph wire. The men seem to extol highly this important assistant, and in the cases where the success of the fishing is owing to its intervention they call their fish telegraphic herrings. The inspectors post up every morning in the various stations a statement of the quantity of fish taken the day before, and at the same time they quote the price per barrel and they carry on this duty until after the spawning season, which is easily ascertained by the water assuming the colour of the milt.

"This fishery lasts for three months, but the profitable fishing only lasts six weeks or ab out that, during which they take from ten thousand up to twenty thousand tons each week.

"The advantages which the telegraph will probably secure are incalculable, for it will not be confined to rendering greater the produce of the cod and herring fishermen, but will permit the inhabitants scattered here and there along the coast and the banks of the great Fiord, to gather at places determined upon, during other seasons of the year, and to give close attention to other fisheries less important but very numerous in this country, and especially the summer herring fishery, a very fat fish and highly esteemed, which, for its delicacy of flavor and its size, rivals successfully the Dutch and Northern herring."

The short description which follows displays, on one hand, the numberless difficulties which require to be overcome to carry out a similar work, and on the other hand the extent and perfection of the works which ensures a perfect action throughout the whole system, even to the most retired parts of Norway, as far as the 70th degree and 35 minutes of north latitude, that is to say, fourteen hundred (1,400) geographical miles further north than Quebec.

DESCRIPTION.

This system may be divided into three classes:

The first includes the telegraphic lines of the interior, of which the most important are found between the capital Christiania and Trondhjen, about 300 miles in length. In the second place there are the railway lines about 500 miles. In the third place the sea or coast lines, nearly 2,000 miles in length.

Commencing at the boundary line of Sweden, the coast line telegraphic system, composed at times of several lines, and again of a single line, makes the circuit of the fiord at the bottom of which Christiania is built; then it reaches the coast, by proceeding in a westerly direction, at the Bay called Skager Rack, which separates Norway from Denmark, as far as Stravanger, on the Atlantic—the North Sea—having a length of 370 miles.

A submarine cable of 15 miles in length crosses the entrance of a great fiord and the line proceeds from Skudesnœs to Bergen, one of the great sea ports of Norway, a distance of 100 miles.

Within this circuit two large islands are connected with the mainland by submarine cables, 15 miles and 12 miles long respectively. These islands are Utsire and Rövcer.

Brandesund, an island situate thirty miles further to the north, is also connected by a submarine cable with the mainland line.

From Bergen, the telegraphic line runs along the coast, sometimes crossing the

mouths of fiords by means of submarine cables, at other times going round them, and it reaches Christiansund after a course of about 300 miles.

On the route it crosses over some fifteen fiords by means of cables of from 1 to 3 miles in length.

Several islands and rocks which occupy important positions on this part of the coast are joined to the principal line by cables varying from two to ten miles in length.

Eighty miles further on the line passes into Trondhjen, a sea port situate on one of the largest fiords in all Norway.

About 330 miles further to the north, the line reaches Lödingen, an important sea port on a large fiord which lies on the 68th parallel of north latitude.

In this circuit there are several branch lines, each from 20 to 40 miles in length, which connect islands, rocks, ports or places with the main line.

At Lödingen, we find ourselves opposite to the famous group of the Lofoden islands, about 180 miles in length, especially notable for its cod and herring fisheries.

A system of land lines and sub-marine cables, about 200 miles in length, connects all the islands of this group with one another as well as all the ports, harbors and fishing localities where the fishing boats betake themselves, and the whole are joined to Lödingen.

We have already reached a point which is about twelve hundred (1,200) nautical miles more northerly than Quebec. But the coast line telegraph system of Norway does not end here, it continues to girdle the coast as far as Hammerfest, which we know to be the most northerly sea-port in the world. Then it proceeds across Laponie up to within a few miles of the famous North Cape, the most northerly portion of the main-land of Europe. It is in north latitude 70 degrees, 30 minutes,—fourteen hundred and ten (1410) miles further north than Quebec, and eleven hundred and forty (1140) miles than Forteau Bay in the Straits of Belle-Isle.

In all there are about 2,600 miles of telegraphic lines of all kinds. Some sixty sub-marine cables of from 1 to 20 miles in length, form connecting links in this system.

There are on the coast lines more than 130 telegraph and signal stations, of which 15 are upon the Lofoden islands.

CONCLUDING STATEMENT.

The telegraph offices may be placed in several categories :—

There are offices, of the permanent service.
" " of the full day.
" " of limited service.
" " open during the winter, that is during the fishing season only.
" " attached to railways.

Such, in a few words, is what a nation, of an especially maritime character, having a population of 1,760,000 and a territory 121,000 square miles in extent, (two-thirds the size of the Province of Ontario), has done in aid of its shipping, and its fisheries.

It seems to me to have set an example, well worth following by such a country as Canada, which possesses such an extent of sea coast and fisheries so varied and so important.

I have the honor to be, Sir,
Your obedient servant,

P. FORTIN.

The Honorable
Sir Hector L. Langevin, K.C.M.G.,C.B.
Minister of Public Works.

(Translation.)

OTTAWA, 8th December, 1881.

SIR, - The coast-line telegraphic system of the Gulf of St. Lawrence, and the shores of the Maritime Provinces, has already been made use of for purposes of great consequence to the mercantile navy, the commerce and the fisheries of Canada. But there is still another not previously mentioned which is of no less importance.

Many foreign and home vessels set out every year, in ballast, from foreign ports and often very distant ones in order to enter our waters seeking for cargoes of timber, especially at Montreal, Quebec, Miramichi, St. John, and other ports of less importance.

The larger proportion of them arrive in the Gulf without knowing where they can procure freight.

Some of the vessels stop at Sydney, C.B., others go to Gaspé, while others again proceed to other ports; from these places they announce their arrival to their agent seeking cargoes for them.

And often, of course, they are obliged to go to other ports where freight is more easily obtained and more profitable. But in this case they are obliged to enter two harbors, and consequently pay double pilotage fees and other charges; they also run more or less danger of losing their sailors by desertion, and they lose their time.

The coast line telegraph can remedy this, in many cases, in a very simple way, which, besides, is already in use in other countries.

This will be done with the aid of the coast line telegraph stations, of which the Government owns nearly forty on the shores and islands of the Gulf of St. Lawrence.

The manner of accomplishing it will be as follows :—The government will give notice in advance, at the custom houses of the principal maritime countries of the world, that the new service is in operation at such and such telegraph and signal stations, the names of which would be given in the notice.

The ship owners who send the vessels to Canada, in ballast, to obtain cargoes of timber there, would give instructions to their Captains to stop opposite one of these signal stations, when they have entered the Gulf of St. Lawrence, to lie to at a reasonable distance, to signal the names of their vessels by means of the International code of flags, and to enquire for any despatches there may be for them at the station. So soon as the vessels are despatched, the shipowners write by the quickest route to agents, who transact this kind of business, in the Ports of Quebec, Miramichi, St. John or elsewhere, to look for freight for such and such vessels. The letter reaches its destination long before the vessels, which are sailing vessels of ordinary speed.

The Agent soon finds profitable freights, and hastens to make this fact known to the Superintendent of Government signals, who sends a telegraphic despatch containing everything connected with the freighting vessel, to all the Government signal and telegraph stations, in operation in the Gulf of St. Lawrence.

Soon after this these vessels enter the Gulf of St. Lawrence, and they direct their courses to the stations most convenient for them according to the winds they have had and the time made, then each vessel will go and lie to opposite one of these stations, and spell out its name by means of signal-flags, as I have mentioned before.

The signal-man examines his journal and discovers that he has received a short time previous a message with instructions to convey it by means of signals to the vessel, whose number they have given him, as found in the official list of vessels, appended to the book containing the national code, and he immediately communicates this message by means of the code signals, and by this message he has told the vessel to proceed to a certain port where a cargo of timber awaits it.

The vessel has only to bear off, fill its sails, and gain as quickly as possible the port indicated.

And this is done without the vessel being obliged to put into any intermediate port, without casting the anchor, without incurring any expense. And in order to bring this new service into perfect operation at once, the Government need incur no expense. It has only to have it published throughout all maritime countries.

The Superintendents and the operators of our telegraph and signal stations will be able, without any difficulty, to put this new service into practical effect, after merely a few days study and trial.

I beg that you will kindly take this matter into consideration at your convenience.

If you decide upon putting it into operation, allow me to remark that it will be necessary to organise it in the month of January at latest, in order that it may be advertised in time and may be of use to the fleet which will visit the waters of the Gulf of St. Lawrence next spring.

This service will be useful to the timber trade, inasmuch as it will assist in some degree in facilitating the means of transport of our timber to Europe and more especially to England.

F. A. Schwartz, Esquire, the distinguished Consul-General of Sweden and Norway at Quebec, who has had a great experience in maritime affairs and shipping concerns, has kindly appreciated the projective system in a letter dated the 10th December, 1881, which I enclose.

I have the honor to be, Sir,
Your obedient servant,

P. FORTIN.

The Honorable
Sir Hector L. Langevin, K.C.M.G., C.B.
Minister of Public Works,
Ottawa.

Royal Swedish and Norwegian Consulate,

Quebec, 10th December, 1881.

Dear Sir,—In reply to your letter of yesterday, I have no hesitation in saying, that such a system for signalling as you propose, would not only give the facilities you mention to vessels coming out seeking, in the manner you mention, but would also enable an owner residing in England, or on the other side, to keep the disposal of the vessel for a much longer time in his own hands, giving him the choice of either market.

Yours truly,

F. A. SCHWARTZ.

Hon. P. Fortin, M. P.
House of Commons,
Ottawa, Ont.

APPENDIX No. 13.

QUEBEC HARBOR IMPROVEMENTS—RIVER ST. CHARLES AND GRAVING DOCK AT LEVIS.

No. 17989.

HARBOR COMMISSIONERS OFFICE,
QUEBEC, 17TH October, 1881.

SIR,—In conformity with the request contained in your letter of the 23rd ultimo, the receipt of which has already been acknowledged, I have the honor to transm you herewith, our Resident Engineer's Report on the Harbor Improvements at the River St. Charles, and also a report from same on the Graving Dock, at Levis, both for the fiscal year ended the 30th June last.

Each Report is accompanied with a statement containing the usual information that I have been in the habit of conveying yearly to your Department since the works above mentioned have been under contract.

I have the honor to be,
Sir,
Your most obedient servant,

A. H. VERRET,
Secretary Treasurer.

F. H. ENNIS, Esq.,
Secretary, Public Works Department,
Ottawa.

REPORT ON THE HARBO EXTENSION AND DOCK WORKS IN THE RIVER ST. CHARLES, QUEBEC, NOW NAMED "THE PRINCESS LOUISE EMBANKMENT AND DOCKS":—

RESIDENT ENGINEER'S OFFICE,
QUEBEC HARBOR WORKS,
11th October, 1881.

SIR,—In compliance with the instructions of the Hon. the Minister of Public Works dated Ottawa, 24th September, 1881, I have the honor to report.

The contract awarded for the above works in the River St. Charles to the contractors, Messrs. Peters, Moore & Wright, was for a bulk sum of $529,296.31, for works therein specified, forming the first section of the original scheme for a Tidal Basin and Wet Dock.

This contract was accompanied by bills of quantities and schedules of rates in order that all needful changes might be made in the form of the works, and such omissions and deductions or additions as these might involve determined *pro rata.*

Under these conditions certain materials had further to be supplied by the contractors, viz: for clay, and broken stone for concrete, amounting to $41,755.31, and an alternative extra for a masonry or stone face to the embankment on the south side, in lieu of timber, amounting to $21,974.90, neither of which was included in the bulk sum.

Lastly, to enable large vessels "to reeve" into the channel and afford further accommodation in the tidal basin, 250,000 cubic yards of supplementary dredging were provided for under the contract, forming another additional item of $62,500.

The works, with all the changes that have been made, including all alterations, omissions and additions now or nearly complete, and forming what may be termed the present contract so far as can be positively determined, will cost $682,791 99, viz: $673,459.16, *vide* synopsis annexed to the report of last year plus a sum of $9,332.83, for contingencies and extras.

But this statement supposes the entire works included in the contract complete. It is the intention of the Commissioners to omit the roadway as provided for in the present contract from the works to be done, and also the pitched slope forming the junction with the made ground and foreshore at the Gas Wharf end of the works and to complete them under an altered specification with the second section of the works, including the cross wall and caisson entrance to the Wet Dock.

This will reduce the total expenditure here given of $682,791.99, as required to complete the contract by the following amounts:

1. Stone for roadway and pitching slope	$20,000	00
2. Labor in forming roadway	8,829	80
3. do " pitching slope	340	50
	$29,170	30

The total amount of expenditure under this contract as thus shewn will then be—

1. Contract sum of estimated expenditure	$682,791	99
2. Reduction as per statement above	29,170	30
Total	$653,621	69

The work executed during the last fiscal year included the completion of the piling and crib work of the substructure and concreting of the Wet Dock wall, the construction of the masonry of the superstructure to coping level, concreting, backing and filling for 1200 feet, together with 200,000 cubic yards of dredging in the channel ways and tidal basin.

The working season opened this year on May the 7th. The fiscal year ended the 30th of June, so that the summary given above was chiefly accomplished during the former half of the fiscal year, that is to say, between July the 1st and November the 15th, 1880, when the working season closed.

At the date of this report the quay wall may be considered to be completed, its entire length being 3,550 feet. Allowing for reduction in time for the close season of winter, this wall may be said to have been built in the short space of 17 working months, in a tide way with no protection by cofferdam and only depending on the period between fall and rise of the tide for the completion of the greater portion of the work.

The dredges have removed nearly 100,000 cubic yards of excavation, which have all been deposited in the embankment in terms of the contract.

The mooring posts for the northern face of the embankment are all permanently placed in position as well as those for the quay wall for 2,480 feet from the ballast wharf, west.

The remaining bollards and filling behind the wall will be completed by the end

of the season, leaving nothing but such deductions as may be needful from the contract for work unexecuted to finish the first section of this most important and valuable public work.

I have the honor to be,
Sir,
Your most obedient servant,

WOODFORD PILKINGTON,
Resident Engineer.

A. H. VERRET, Esq.,
Secretary Treasurer.

REPORT ON THE GRAVING DOCK WORKS AT ST. JOSEPH DE LEVIS.

RESIDENT ENGINEER'S OFFICE,
QUEBEC HARBOR WORKS,
12th October, 1881.

SIR,—Following the instructions of the Hon. the Minister of Public Works, dated Ottawa, 24th September, 1881, I have to report on the graving dock now in course of construction at Point Levis for the fiscal year ending 30th June, 1881.

The total contract sum under contracts so far accepted for the graving dock at St. Joseph de Levis fully equipped, including the builder's contract, machinery, caisson, &c., complete amounts to $398,820.18.

To this has to be added engineering expenses $21,243.68, and sundries $17,432.12, making a total of $437,606.92, after allowing for a deduction of $6,158.22, being the difference in cost according to the schedule of rates between the circular head as now adopted and the second entrance at head.

But to this sum of $437,696.92, has still to be added the cost of 3 boilers, fitting up and placing the caisson in position, further engineering charges and the extras to entrance works as recently ordered and approved by Government.

The amount voted by Parliament for the construction of this dock was $500,000, of which there remains a balance of $62,393.08, available for these purposes.

The distribution of this balance would be proximately made as follows:

1.	Extra works at entrance	$30,000 00
2.	Boilers	4,500 00
3.	Fixing up and fitting caisson	5,000 00
4.	Balance of engineering and supervision	15,000 00
5.	Contingencies and sundries	7,893 08
	Total	$62,393 08

The total expenditure to the 30th of June amounts to $237,941.60, leaving an unappropriated balance of $262,058.40 at that date.

The works executed during the last fiscal year include the cofferdam, bringing the east and west wing walls to coping level, the completion of the upper end or head of the dock excavation down to grade, trenching for the arterial drains and concreting to the under surface of the dock floor for a length of 210 feet.

During the previous year the cofferdam was commenced, the wing walls nearly completed, 30,000 cubic yards of excavation in the dock pit were removed and the greater part of the ashlar work for the dock proper cut, and 45,000 cubic yards delivered by the North Shore Railway.

The travelling caisson was completed in England by Messrs. Wigham, Richardson & Co., of Newcastle, and shipped to Quebec, where it was received in good order and placed under shedding for protection during winter, ready for completion when the works are sufficiently advanced.

The pumping machinery under contract with Messrs. Carrier, Lainé & Co., is making satisfactory progress.

The work yet remaining to be done includes the further complete excavation of the dock pit and entrance works, the construction of the main pumps and drainage well with discharging culverts, the completion of the masonry of the dock and engine house, caisson chamber and entrance culverts, and the fixing in place of the boilers, machinery, caisson, pumps, engines and gearing.

The masonry completed at the head of the dock and for 180 feet in length of the side walls, altars, stairs and timber slides give every indication that the graving dock when finished will be a success, fulfilling all the needful conditions for the repair of large ocean going steamers, so long felt to be necessary in the port of Quebec.

I have the honor to be,
Sir,
Your most obedient servant,

WOODFORD PILKINGTON,
Resident Engineer.

A. H. VERRET, Esq.,
Secretary Treasurer.

QUEBEC HARBOUR COMMISSION.

STATEMENT showing the particulars of the Contract awarded by the Quebec Harbour Commissioners in connection with the Harbour Improvements, up to 30th June, 1881.

Nature of Contract.	Date of Contract.	To whom Awarded.	Date of Completion of Contract.	Net Amount of Contract.	Deductions from Contract.	Contract Additions.	Total Amount of Contract.	Total Amount paid to Contractors.	Total Engineering Expenses.	Sundries, including Salaries of Inspectors	Interest on Amounts expended.	Total Expenditure	Total Amount received from Federal Government	Designation of Statutes Authorizing Expenditure.	Amount available under Statute 36 Vic., cap. 62, after redemption of debt amounting to $27,000.	Amount of Expenditure authorized by 43 Vic., c. 17.	Expenditure Incurred each Fiscal Year, to date. 1877-78.	1878-79.	1879-80.	1880-81.	Amount available for Completion on 1st July, 1881.	Amount required for Completion on 1st July, 1881.	REMARKS.
				$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
Harbour Improvements...	May 2, 1877.....	Peters, Moore & Wright	October 2, 1880..	529,296 31	All the deductions effected have been transferred to the additions.	153,495 68	682,791 99	515,573 05	45,370 66	19,435 93	39,593 03	649,972 67	577,600 00	36 Vic., cap. 62 and 43 Vic., cap. 17..	477,000 00	250,000 00	52,643 95	167,513 88	263,787 45	166,037 39	150,000 00	150,000 00	In the column under the heading of "Total Engineering expenses" is included the sum of $5,195.83 paid to the Chief Engineers, representing their commission of 2½ per cent. for preparing the plans and specification of the Cross Wall, the construction of which being estimated by them at £43,000 sterling.

STATEMENT showing the particulars of the Contracts awarded by the Quebec Harbour Commissioners in connection with the construction of the Graving Dock, at Lévis, up to 30th June, 1881.

Nature of Contracts.	Dates of Contracts.	To whom Awarded.	Dates of Completion of Contracts.	Net Amounts of Contracts.	Deductions from Contracts.	Additions to Contracts.	Total Amounts of Contracts.	Total Amounts paid to Contractors.	Total Engineering Expenses.	Sundries, including Salaries of Inspectors.	Total Expenditure	Total amount received from Federal Government	Designation of Statute Authorizing Expenditure.	Expenditure Incurred each Fiscal Year, to date. 1878-79.	1879-80.	1880-81.	Amount available for Completion on 1st July, 1881.	Amount required for Completion on 1st July, 1881.	REMARKS.
				$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
Graving Dock	August 17, 1878.	Larkin, Connolly & Co	June 1, 1882	330,953 89	6,158 22	12,803 00	337,598 67	161,857 35	21,243 68	17,433 12		250,000 00	38 Vic., cap. 55.....	35,845 60	78,045 92	124,559 68	250,000 00	250,000 00	Included under the heading of "Sundries and Salaries of Inspectors" an amount of $7,154.25 for duty and $1,213.85 for freight on Caisson.
Caisson	August 7, 1879.	Wigham, Richardson & Co	January 7, 1880..	29,221 51	1,460 00	1,569 95	29,331 45	29,331 45	.....	.....	237,941 60	.....	do do	.....	.....	.....	.....	.....	All the amounts paid previous to the letting of the main Contract are included in the column under the heading of "Expenditure incurred in 1878."
Pumping machinery.....	March 31, 1880.	Carrier, Lainé & Co.....	March 1, 1881.....	32,000 00	....	.....	32,000 00	8,076 00	.....	.....		.....	do do	.....	.....	.....	.....	.....	

Certified,

A. H. VERRET,
Sec. Treasurer.

APPENDIX No. 14.

REPORT RESPECTING OPERATIONS OF LIFTING BARGE.

No. 19531.

HARBOUR COMMISSIONER'S OFFICE,
QUEBEC, 10th December, 1881.

SIR,—I have the honor to transmit you herewith my report on the operations of the Lifting Barge for the present year.

I have the honor to be, Sir,
Your obedient servant,

A. H. VERRET,
Sec.-Treas.

F. H. ENNIS, Esq., Secretary,
Public Works Department,
Ottawa.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 10th December, 1881.

SIR,—I have the honor to report as follows on the operations of the Lifting Barge for the working season of the present year.

The Barge left her winter quarters on the 30th April and was brought to the Commissioners' Wharf for the purpose of being rigged and repaired.

The Barge was on that day placed under the command of her former master, Captain Claude Giguère. The other officers, comprising two mates, a chief engineer and assistant, were re-engaged. The remainder of the crew, composed of fourteen men, were placed on board as necessitated during the progress of the fitting up. Another man having been required, was added to the crew during the month of July.

On the morning of the 24th of May, the Barge left the wharf with instructions to proceed to the Fly Bank, in order to continue the work of clearing the obstructions caused by boulders.

Four days after, an application was made by Mr. E. H. Duval, on behalf of Captain Lochead, to send the barge to the help of the bark "Eveline" whose anchor was fouled.

According to the custom hitherto followed, the Barge was dispatched to the assistance of the bark, and after two days and a-half work, succeeded in raising the obstruction in which the anchor of the "Eveline" was caught. The obstruction formed a nest containing three large anchors and about one hundred fathoms chain, and also one small anchor with about thirty fathoms chain attached to same, exclusive of the anchor and chain belonging to the bark which were surrendered to Captain Lochead.

On the 31st of the same month, the barge returned to the Fly Bank in order to resume the work of clearing the obstructions caused by the boulders. She steadily

worked there during the whole of the following month, that is to say, the month of June, and succeeded in raising ninety-six (96) boulders averaging in size as follows.

2	weighing about	8 tons.	
12	"	5 "	
20	"	3 "	
42	"	2 "	and
20	"	1 "	

By adding to the above the 514 boulders previously secured at the same spot, it gives a total of 610 boulders, representing an aggregate weight of 1,957 tons distributed in the following manner:

2	weighing about	50 tons	=	100 tons.	
1	"	30 "	=	30 "	
1	"	25 "	=	25 "	
1	"	20 "	=	20 "	
1	"	15 "	=	15 "	
2	"	12 "	=	24 "	
2	"	10 "	=	20 "	
2	"	8 "	=	16 "	
18	"	6 "	=	108 "	
17	"	5 "	=	85 "	
94	"	4 "	=	376 "	
220	"	3 "	=	660 "	
229	"	2 "	=	458 "	and
20	"	1 "	=	20 "	

Scattered around the boulders, were found a few small pieces of copper which contribute to establish, as in the previous years, that vessels had touched many of them and consequently suffered damage.

Captain Hansen, master of the Bark "Askur" having reported one of the anchors of his vessel fouled at a spot situated about one quarter mile east of the breakwater, orders were forwarded to the Captain of the Lifting Barge, to go to her assistance, and on the 1st July, the barge was brought alongside the bark.

After a few days work it was discovered that the barge had to deal with a very heavy nest of anchors and chains lying in a depth of thirty fathoms of water, and in a tide way running at the rate of four knots to the hour.

During the progress of the work many of the strongest chains used to secure the nest were broken in consequence of its heavy weight, and, it having been clearly established that the lifting apparatus was showing signs of weakness, it was decided to increase its power by adding four of the largest blocks that could be obtained, which were rigged with the most powerful ropes and chains.

With the aid of these new appliances it became evident that the work of lifting could now be effected without any risk. After eight weeks of constant work, half of which was night work, the barge was brought to shore in front of the Champlain Market Wharf, were she remained a few days to prepare for the final landing, and, on the evening of the 23rd August, she was safely towed by six powerful tugs in front of the Custom House where the nest of anchors and chains was successfully landed.

The work of disentangling the nest was thereupon proceeded with and continued till the whole, comprising 42 anchors and 1,500 fathoms chain, was properly placed on the wharf used for that purpose. A piece of oak was found entangled in the nest.

Although the nest secured this year contained a smaller quantity of anchors and chains, it is admitted that its weight was not inferior to the weight of the nest raised in 1877, the average size of its anchors and chains being far larger. The weight being equal and the depth of water ten fathoms deeper, the work of lifting this year's nest was surrounded with difficulties that were not experienced in 1877.

During the summer a boatman made an offer to the Commissioners to hook

the Lifting Barge on a nest of anchors and chains if a suitable remuneration was given him. His proposal having been considered, it was agreed to make him an offer of two dollars for each anchor and each length of chain respectively contained in the nest, when raised, with the understanding that he would not be paid more than the aggregate sum of fifty dollars for his information. This offer having been accepted the barge started, the 20th October, for the spot where the supposed nest was to be found, near the west end of the Island of Orleans, and was on the same day hooked at the place designated by the boatman. Only one large anchor with thirty fathoms chain was found and subsequently secured.

The season being too much advanced to make searches, the barge was ordered to return. The work of dismantling her was immediately commenced and, at the end of November, she was placed in her winter quarters, in the Louise Dock.

I stated in my report on the operations of 1878 that the Commissioners were under the impression "that no more nests of anchors and chains were in existence, or that if such really exist, they were covered with sand and were, as obstructions, considered of no more consequence."

The nest discovered this year was located on the spot where searches were made by the Barge in 1878, and it must have been at that time covered with sand. All the other searches made that year where nests were supposed to exist proved fruitless. The discovery made this year must be accepted as a warning for the future.

The work of clearing the obstructions caused by the boulders inside the Fly Bank having been suspended this year by the discovery of the nest of anchors and chains that has been removed, it will be necessary to resume that work next year which, if not interrupted, cannot be executed in less than three months. It is unnecessary to mention the importance of that improvement, it having already been urged in my previous reports.

The Commissioners do therefore most respectfully request that the Government will further extend their help towards the clearing of the obstructions in existence in the Harbour of Quebec, and they do believe that the sum of twelve thousand dollars, ($12,000,) will be required to meet the expenses for the next working season on account of the renewal of the deck of the Barge which is necessitated by its dilapidated condition, having leaked during the whole summer.

The annexed statement shows the particulars that I am in the habit of furnishing to your Department as to the cost of the Lifting Barge and her yearly working expenses from the commencement of her operations in 1875, as also the yearly quantity of anchors, chains, boulders etc., secured by her during the same period.

In conclusion it affords me much pleasure to state that, in the execution of his duties as master of the barge, Captain Giguère has given the same satisfaction as heretofore.

I have the honor to be, Sir,
Your most obedient servant,

A. H. VERRET,
Secretary Treasurer.

The Honorable
Sir HECTOR L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works,
Ottawa.

QUEBEC HARBOR COMMISSIONERS.

Lifting Barge.

Statement showing the cost of the Lifting Barge, her yearly working expenses; also yearly quantity of chains, anchors, etc., raised and disposed of, and what remaining on hand.

Cost of the Lifting Barge built in 1874-75.	Working expenses in 1875.	Working expenses in 1876, including repairs.	Working expenses in 1877, including repairs.	Working expenses in 1878, including repairs.	Working expenses in 1879.	Working expenses in 1880, including repairs.	Working expenses in 1881, including repairs.	Quantity of anchors, chains, boulders, &c., raised in							Quantity of anchors, chains, &c., disposed of in							Quantity of anchors, chains, &c., on hand on the 1st December, 1881.	Proceeds of the sale of anchors, chains, &c., in						
								1875	1876	1877	1878.	1879.	1880.	1881.	1875.	1876.	1877.	1878.	1879.	1880.	1881.		1875.	1876.	1877.	1878.	1879.	1880.	1881.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.																	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
35,184 56	1,735 29	15,301 79	11,766 00	10,555 23	9,832 73	7,885 84	9,991 11	4 anchors and about 250 fathoms chain.	57 anchors and about 1,425 fathoms chain.	101 anchors and 3,291 fathoms chain.	8 anchors, 96 fathoms chain, 18 boulders, the wreck of the steamer "Bidder" and about one fourth of the wreck known as "L'Orignal."	3 anchors, 101 fathoms chain, 121 boulders and the remainder of the wreck known as "L'Orignal."	4 anchors, 195 fathoms chain, 375 boulders, 50 pieces copper weighing 280 lbs., 270 lbs. lead, 1 block stone, 1 flat iron knee and 1 piece oak 40 feet.	47 anchors, 1,660 fathoms chain, 96 boulders and 1 piece oak.	None.	11 anchors and 3,231 lbs. chain.	36 anchors and 99,074 lbs. chain and broken anchors sold as scrap.	14 anchors, 79,080 lbs. chain, 7 shackles and 1 stock.	All the stock on hand of anchors, chains and scrap.	3 shackles, 60 fathoms chain and all the copper and lead on hand; also, old rope belonging to the Barge.	4 anchors, 50 fathoms chain, 10 pieces elm, 1 piece oak, and 1 piece oak raised in 1880 claimed this year by Captain Coward and surrendered to him on payment of salvage.	43 anchors, 1,805 fathoms chain, 220 shackles; also the anchor reserved as a souvenir of the operations of the barge, as stated in report for 1880.	None.	839 81	1,761 53	1,447 18	3,400 25	2,057 45	406 20

Certified,

A. H. VERRET,
Secretary Treasurer.

APPENDIX No. 15.

ANNUAL REPORT OF THE MONTREAL HARBOR COMMISSIONERS, ON THE DEEPENING OF CHANNEL BETWEEN QUEBEC AND MONTREAL.

HARBOR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 18th October, 1881.

No. 18040.

SIR,—Referring to your letter of the 26th ult., I beg to hand you herewith copy of the Chief Engineer's Report on the dredging operations for deepening the ship channel of the River St. Lawrence, between Montreal and Quebec, for the fiscal year ended the 30th June last.

As you have already been informed in my letters of the 16th November and 17th December of last year, it is impossible to answer exactly the questions contained in your letter.

I would state, however, in reply to questions 1 and 2, that the works are carried on under the terms of the Act 36 Vic., cap. 60, and as amended by the 44 Vic., cap. 7, and that a depth of 25 feet at low water will be obtained.

Questions 3 and 4.—No special expenditure is authorized for any one year, the Commissioners advancing the money, and being repaid by the Government on application; and there are no liabilities, all accounts for supplies and payment of wages, &c., being settled monthly.

Question 5.—Amount available for completion 1st July, 1881.

Nil.—Expenditure to that date being $1,513,461 or $13,461 in excess of original amount of the loan.

Question 6.—Probable amount required for completion 1st July, 1881. $250,000.

Question 7.—Revenue each year. No direct revenue.

The capital cost of the dredging plant included in above expenditure is $533,189, exclusive of the value of certain harbour plant previously on hand and now employed in the work.

I have the honor to be,
Sir,
Your obedient servant,

H. D. WHITNEY,
Secretary.

F. H. ENNIS, Esq., Secretary,
Department of Public Works, Ottawa.

HARBOUR COMMISSIONERS OF MONTREAL.

CHIEF ENGINEER'S OFFICE,
MONTREAL, 12th October, 1881.

SIR,—In compliance with the request of the Secretary of Public Works, I beg to submit the following report upon the work of deepening the ship channel of the

St. Lawrence between Montreal and Quebec during the Government fiscal year ended 30th June, 1881.

The work carried on during the year is the continuation of the deepening of the ship channel from 22 feet to a depth of 25 feet at low water, the breadth being 300 to 325 feet in the straight portions, with enlargements at bends and other necessary points.

The places at which the greatest quantities of work have been done are Cap Charles and Cap la Roche, where the dredging is in rock; near Cap Levrard; at Champlain and Champlain Point in Lake St. Peter; at Contrecœur, and at Montreal, in all of which places the dredging is of earth.

The following are the chief details of the year's work. The cost of the dredging at each place is generally taken as that of the previous summer, for the reason that the expenditure cannot well be subdivided to the end of the Government fiscal year which occurs in the middle of the working season.

Cap Charles.—Dredging the shale and lifting boulders were continued through the working season. By the close of the fiscal year over three forths of the area of the channel had been deepened to 23 ft. 3 ins. at low water, and 19,278 cubic yards of rock and boulders had been taken out at an average cost of about sixty cents per cubic yard.

Cap LaRoche.—Dredging shale and lifting boulders were continued through the working season with two dredges, and one stone lifting barge. At the beginning of the fiscal year the new channel was in use to a depth of 19 ft. 6 in. at lowest ebb tides with a breadth of 150 feet; by the 25th of September, it was opened to 200 feet, and on the 10th of November, the whole contemplated width of 300 feet was made available for navigation. Further deepening is now in progress. During the year ended 30th June, there were raised 46,522 cubic yards of rock and boulders at an average cost of about sixty cents per cubic yard.

Cap Levrard and vicinity.—In the early part of the fiscal year, a part of the channel which remained to be cleared of a number of small clay shoals and boulders was traversed by a dredge and completed throughout to 25 feet at lowest water. Quantity dredged 8,800 cubic yards of clay and boulders at an average cost of 54½ cents per cubic yard.

Champlain Point and Champlain.—During midsummer of 1880, the dredging necessary to complete the channel to 25 feet at low water was done. Quantity raised during the fiscal year 24,675 cubic yards sand, clay, and boulders, at an average cost of 28½ cents per cubic yard.

Port St. Francis. During spring of 1881, two dredges were employed for a short time in cutting away the south points of the Iron and Force shoals. Quantity dredged, 7,095 cubic yards, hard pan and boulders.

Lake St. Peter.—The work accomplished during the fiscal year was the deepening of the three bends at the channel at Nos. 1 and 2 Light Vessels and the White Buoy to 25 feet deep, with a breadth of 325 feet to 450 feet, and also the deepening of about two miles of straight channel. Total quantity dredged, 774,488 cubic yards of soft clay at an average of 3 $\frac{97}{100}$ cents per cubic yard.

Contrecœur.—Dredging was continued the greater part of the working season and a total quantity of 191,550 cubic yards of clay was raised at an average cost of 11½ cents per cubic yard.

Pointe Marie.—In the early part of July 1880 a few small points were cleared away, which completed the dredging required in the vicinity to 25 feet at low water. Quantity dredged, 2,160 cubic yards, costing 31$\frac{7}{10}$ cents per cubic yard.

Cap St. Michel.—In the fall of 1880 and spring of 1881 the channel above and below the Cape was widened and deepened. Quantity dredged, 104,805 cubic yards at a cost of about 23½ cents per cubic yard.

Varennes.—A small shoal containing 3,090 cubic yards was removed.

Montreal.—The improvement of the main ship channel through the harbour was continued in 1880. Total quantity dredged, 47,471 cubic yards, costing 22$\frac{11}{100}$ cents per cubic yard.

The aggregate quantity of dredging done at all points during the Government fiscal year ended 30th June, was 1,229,937 cubic yards as against 1,063,434 cubic yards in the preceding year.

The expenditure on working account which is made up onlyat the end of each Harbour Commissioner's year at 31st December, was for theyear ended 31st December 1880, $147,038, with an aggregate of 1,219,231 cubic yards dredged, as against $143,354 for 1879 with 843,210 cubic yards dredged.

The floating plant in the work was substantially the same as before, and consisted of two large and three ordinary elevator dredges for working in earth; three elevator dredges for working in rock; three spoon dredges part of the time; two steam stone-lifters; seven screw tugs; one paddle wheel tug; five barges used as coal tenders and smiths' shops; nineteen hopper bottom scows and three flat scows.

Yours respectfully,

JOHN KENNEDY,
Chief Engineer.

H. D. WHITNEY, Esq.,
Secretary.

APPENDIX No. 16.

REPORT OF MONTREAL HARBOR COMMISSIONERS ON LAKE AND RIVER WORKS BETWEEN MONTREAL AND QUEBEC.

HARBOR COMMISSIONERS OF MONTREAL,
No. 16997. SECRETARY'S OFFICE,
MONTREAL, 12th September, 1881.

SIR,—Referring to your letter of the 6th ultimo, asking for certain information concerning the lake and river works between Montreal and Quebec, I have the honor to transmit herewith copy of a report from the Chief Engineer on the subject, which the Commissioners hope will be found to contain all the details required.

I have the honor to be,
Sir,
Your obedient servant,

H. D. WHITNEY,
Secretary.

F. H. ENNIS, Esq.,
Secretary, Department of Public Works,
Ottawa.

HARBOR COMMISSIONERS OF MONTREAL.

CHIEF ENGINEER'S OFFICE,
MONTREAL, 31st August, 1881.

DEAR SIR,—I have to acknowledge the receipt of a letter addressed to you by the Secretary of the Department of Public Works, and dated 6th inst., with your request that I should furnish the information required by that part of the letter which asks the Harbor Commissioners to report to the Department the present state of the work of deepening the ship channel between Montreal and Quebec; what remains to be done to complete it; the probable cost of the works yet to be executed; the condition of the plant employed or on hand, its present value, and what its probable value will be on the termination of the work; the report also to be accompanied by a list of the plant.

This information I beg to furnish as follows:—

1. The present state of the work, and what remains to complete it:—

Cap. Charles.—The work consists of lifting boulders and dredging a shale rock shoal, about $\frac{1}{3}$rd of a mile in length; all but a small fraction of this is now cut through to 300 feet wide, and 22 ft. 10 ins. deep at extreme low water, giving a depth ranging from that up to about 35 feet according to the time of year and condition of tide.

Cap la Roche.—Shale rock shoal $\frac{9}{10}$th of a mile, overlaid with boulders. The north half, or 150 ft. in width is deepened to 22 ft. at lowest water, and 1,220 feet of this is further deepened to 23 ft. 3 in. Of the south half, about 1,500 feet is down to 22 ft., and the remaining 3,000 ft. to 20 ft. The depth of water at each place will vary from the depths given to 12 ft. additional according to the state of tide and time of year.

St. Ann's Shoal and Cap Levrard.—A series of small detached shoals of clay and boulders, through which the channel has been finished to 25 ft. at low water.

Becancour.—The small shoals of hard pan and boulders have been cut away to 22½ ft. at low water, and are yet to be deepened to 25 ft. A few places in the traverse immediately above, require to have boulders removed.

Port St. Francis.—The south points of the Iron and Force shoals, of hard clay and boulders have been almost cut through at a depth of 25 ft. The small remaining pieces are yet to be cut through, and the cutting is also to be enlarged to the north.

Nicolet Traverse.—Some small clay shoals to be cut through to 25 ft. at low water.

Lake St. Peter.—The soft clay flats from No. 3 Light vessel to No. 2, 11⅔ miles in length, are cut through to 25 ft. The remaining portions, about 6½ miles in all, are yet to be deepened from their present depth of 22½ feet to 25 ft.

Ile de Grace.—The channel to be straightened and deepened in several places throughout a distance of nearly ½ a mile in sand cutting.

Ile St. Ours.—A shoal of stiff clay and sand nearly ¾ of a mile in breadth, has been cut through and finished to a depth of 25 ft. at low water.

Contrecœur Channel.—From the lower end to the Bend a distance of 1 8/10th miles is finished to 25 ft. From the Bend to the Contrecœur Traverse there are yet about 1¾ miles in soft clay to be deepened from 22½ feet to 25 feet.

Pointe Marie.—Several small clay shoals have been cut down to a depth of 25 feet.

Cap St. Michel and Ile Delorier.—About one mile of clay shoals have been dredged over and finished to a depth of 25 feet.

Varennes.—The Pouillier Varennes, and the larger clay shoal below, about 1¼ miles in all, have been cut through to 25 feet deep at low water.

Pointe-aux-Trembles.—About ⅓ of a mile has been dredged to 22½ feet through clay and boulders. The remaining portion about 2 miles in length, consisting of clay boulders and some shale rock has been dredged to 25 feet deep.

Montreal.—The ship channel with exception of a few small places is all deepened to 25 feet.

2. The probable cost of the work yet to be executed will be about $180,000.

3. The condition of the plant employed or on hand. The plant which all belongs to the Harbour Commissioners, is all in good working condition, and is in actual use on the works. One elevator dredge, one tug, one stone lifter, two barges and some scows are old, and the timber of the hulls somewhat decayed, but all the rest of the fleet is in excellent order.

4. The present value of the plant, and its probable value on the termination of the work. The value of the plant, made upon the basis of its first cost and subsequent depreciations is at present about $470,000, and its value at the termination of the work may be taken at about seven and a half per cent. less, or say $400,000.

5. *List of plant employed:—*

Eight elevator dredges.
One side wheel tug.
Eight screw tugs.
Two stone lifters.
Five barges (coal tenders and smiths' shops.)
Nineteen hopper bottom scows.
Three flat scows.

Equipment of shipyard, and machine shop at Sorel, and of floating shops. The principal items are launching ways, shears, steam engine and boiler, four lathes, iron planer, shaping machine, drills, steam hammer, 6 forges, two furnaces, and plate bending machine.

Yours respectfully,

JOHN KENNEDY,
Chief Engineer.

H. D. WHITNEY, Esq.,
Secretary, etc.

APPENDIX No. 17.

REPORT ON RIVER SAGUENAY IMPROVEMENT BELOW CHICOUTIMI.

No. 19736.

CHIEF ENGINEER'S OFFICE,
OTTAWA, 16th December, 1881

SIR,—Herewith I transmit a report by Mr. Rosa on the works executed by him during the fiscal year 1880-81, in the improvement of the River Saguenay below Chicoutimi.

I have the honor to be, Sir,
Your obedient servant,

HENRY F. PERLEY,
Chief Engineer.

F. H. ENNIS, Esq., Secretary,
Public Works Department.

QUEBEC, 1st December, 1881.

SIR,—The removal of boulders and small stones in the channel of the river Saguenay during the fiscal year 1880-81, was commenced on the 5th of July, 1880, after the freshets, and continued to the 5th October; and from the 20th to 30th June, 1881.

The boulders and small stones were removed for a length of about one mile, and a width of from two hundred to two hundred and fifty feet.

Six hundred and twenty-six boulders, making four hundred and seventy cubic yards, or one thousand and fifty-seven tons, were removed and deposited on the shore, or in the deep water in holes where there is more than twenty feet at low tide.

There are still three shoals to be removed in the distance where soundings were taken in 1877, and two others above. Some dredging should also be done near Chicoutimi wharf, so as to have a depth of 10 feet at low tide.

The amount expended in the removal of boulders during the fiscal year 1880-81, is $3,330.18.

I have the honor to be, Sir,
Your obedient servant,

JOSEPH ROSA,
Superintending Engineer.

HENRY F. PERLEY, Esq., Chief Engineer,
Department Public Works, Ottawa.

APPENDIX No. 18.

REPORT ON THE TEMISCOUATA ROAD.

No. 19715.

CHIEF ENGINEER'S OFFICE,
OTTAWA, 16th Dec., 1881.

SIR,—Herewith I transmit for the information of the Hon. the Minister a report by Mr. E. Marquis, on the repairs to the Temiscouata Road, during the last fiscal year, and his estimate for works considered as urgent to be executed during 1882-83.

1. To repair the flooring and hand-railing of the bridge across the Green River at the eighth mile.....	$ 100 00
2. To reconstruct the bridge over the St. Francis River, at the 16th mile.....	1,000 00
3. To reconstruct the bridge at the 38th mile known as Little River bridge.....	400 00
4. Repairing the bridge at the 49th mile.....	100 00
5. Repairing culverts between the 9th and 41st miles...	200 00
6. Clearing underbrush from sides of road.....	200 00
Making a total of.....	$2,000 00

I have the honor to be, Sir,
Your obedient servant,

HENRY F. PERLEY.
Chief Engineer.

F. H. ENNIS, Esq.,
Secretary, Public Works Department.

FRASERVILLE, 12th December, 1881.

SIR,—According to your telegram, dated 6th inst., I have the honor of transmitting the following report concerning the works executed and now being executed under my direction on the Temiscouata Road during the present year.

1. I have reconstructed at the 64th and 66th miles, in pine and cedar of first quality, two bridges known as "Griffin's Bridges" with the following dimensions;—

No. 1, length 175 feet, width 18 feet.
" 2 " 145 " " 18 "

These two bridges have cost $800.

2. Reconstruction (actually being executed) of the bridge known as "Cabano Bridge"—probable cost $1,800, according to the estimate given in my preceding report.

As regards the works of 1880, please look at page 113 of the annual report of the Honorable the Minister of Public Works, and after having consulted my *datas*, of the 14th December of that year, at which date the works were brought to a close, you will see that the appropriated sum has been expended for the items mentioned in the paragraphs numbered 1 and 2, (construction 1880).

In accordance with your request I furnish a statement of the repairs considered as urgent for the year 1882.

1. Repairs to the railings and flooring of a bridge at the 8th mile, on the Green River; probable cost.....	$ 100 00
2. Reconstruction at the 16th mile, of the bridge on the St. Francis River, width of the water 50 feet; probable cost.....	1,000 00
3. Reconstruction at the 38th mile, of the bridge known as "Little River Bridge," width of the water 30 feet; probable cost.....	400 00
4. Repairs at the 49th mile, to a bridge, increasing the height of a pier; cost.....	100 00
5. Repairs to a certain number of culverts on an extent of 32 miles of road from the 9th to the 41st miles, to cost.....	200 00
Total estimates.....	$1,800 00

To this please add an additional sum of $200, being of absolute necessity for clearing the sides of the road from underbrush, on an extent of 20 miles of the said Temiscouata Road, opposite the non-conceded Government lands.

So, the appropriation to be asked for the year 1882, is $2,000.

The whole respectfully submitted.

I remain,

Your most humble servant,

ELZEAR MARQUIS.

HENRY F. PERLEY, Esq.,
Chief Engineer, Ottawa.

APPENDIX No. 19.

SLIDES AND BOOMS—NEWCASTLE DISTRICT.

TRENT CANAL WORKS,
SLIDES AND BOOMS DIVISION,

ENGINEER'S OFFICE,
No. 20076. PETERBORO', 23rd December, 1881.

SIR,—I have the honor to submit the following report on the works under my charge, connected with the Department of Public Works, for the fiscal year ended June 30th, 1881.

The works on the River Trent and the waters of what was formerly known as the "Newcastle District" are divided into two classes; those erected exclusively for the improvement of the navigation of the waters of Midland Ontario comprising one class, and those erected to facilitate the descent of timber, saw logs, &c., the other.

The works erected by the Government which come under the head of the former class consist of several locks and canals connecting long stretches of navigation upon which there are at present engaged 18 steamers of various tonnage, the largest being about 262 tons, with a draught of 4 ft. 10 in.; these are principally employed in towing the products of the forest and the mine, others are engaged in the passenger trade and the carriage of grain, &c.

These works are under the direct control of the Department of Railways and Canals, to which I have already submitted my annual report.

The works embraced in the latter class consist of slides, dams, booms, and all such works as are necessary to facilitate the descent of timber, &c., down the various rapids that occur at the outlets of the several lakes composing the inland navigation of Midland Ontario, and in the River Trent which flows into the Bay of Quinte, an arm of Lake Ontario, near the head of the River St. Lawrence.

To the works comprised in the latter class this report has chiefly reference, and in submitting to you, for the information of the Honorable the Minister, a detailed description of the various works at the several stations, together with the repairs executed during the past year and those required, I shall be as brief as possible.

FENELON FALLS.

The works at this station consist of a dam 304 ft. in length and 7 ft. high, a slide 290 ft. in length and 33 ft. wide, and a boom 3090 ft. in length, dividing the river into two channels, one being for the passage of timber and the other for steamboats.

The repairs executed during the past year consisted in partially renewing the flooring of the slide, which was damaged to such an extent as to impede the passage of timber.

The improvements required consist in renewing the side walls of the slide three courses high, and extending the line of piers above the entrance a sufficient distance to ensure safety in directing the running of timber into the slide; as at present it sometimes occurs—when a strong gale is blowing—the "drive" breaks loose and a portion is carried over the dam.

The following is the quantity of timber that passed through the slide at this station, and on which tolls were collected, during the past year :—

Saw logs	259,120
Boom timber (pieces)	4,140
Square " "	2,566

SCUGOG RIVER.

This is a branch of the main line of navigable waters in a south-westerly direction, and upon which there is a traffic of considerable importance carried on in the towing of timber, sawn lumber, grain, &c., to the Town of Lindsay, in the Township of Ops, the principal town in the County of Victoria; and also to Port Perry, at the head of Lake Scugog, where there are several mills and manufactories of importance.

This river being altogether under the control of the Government of Canada, an appropriation was granted at the last Session of Parliament for the removal of "snags" and other obstructions to navigation therefrom; accordingly the work is being carried out, and, although not yet completed, steamers which before its commencement could not pass up the river, could, at the close of navigation, do so without any difficulty whatever.

A beacon was constructed at the mouth of the river in Lake Sturgeon to direct steamboats, but as yet no light has been fixed thereon; it is necessary that one should be supplied as soon as possible. Any of the residents on the lake shore would undertake to attend to it for a reasonable remuneration.

LINDSAY.

Situate on the River Scugog, nine miles from its outlet into Lake Sturgeon. The works here consist of a wooden lock 134 ft. by 34 ft. by 5 ft. water on the lower mitre sill when Sturgeon Lake is level with the apex of the dam at Bobcaygeon; and a dam 280 ft. in length, 9 ft. high, 30 ft. base. These works are exclusively for the benefit of steamboat navigation, and the dam is under the control of the Department of Railways and Canals.

A fish pass was constructed in accordance with the request of the Department of Marine and Fisheries.

BOBCAYGEON.

The works here, consisting of a canal 973 ft. in length; a lock of masonry 134 ft. by 34 ft. by 5 ft. water on lower sill; a dam of truss-work 1,262 ft. in length, 6 ft. high; wharves, &c., are under the control of the Department of Railways and Canals.

In the river approaching the canal, both from Sturgeon Lake and Pigeon Lake, there exist serious obstructions to the passage of steamers, which were exemplified in a very marked manner this autumn, as steamers and loaded barges which were able to get through the lock in safety were unable to pass up the river. The water was unusually low, which, to a great extent, accounted for the obstacles these "bars" presented, and will continue to present under similar circumstances, unless removed. I would, therefore, respectfully suggest that as there are 10 or 12 steamers navigating this stretch of water from Bobcaygeon to Lindsay, an amount be placed in the Estimates for the coming year for this purpose.

BUCKHORN.

The works here consist of a dam 387 ft. in length, 5 ft. high; a slide 95 ft. in length and 33 ft. wide, with guide-booms, piers, &c.

The dam which maintains the waters of Pigeon, Buckhorn and Chemong Lakes at the standard level is under the control of the Department of Railways and Canals.

The slide requires a new set of stop logs and the bulk-head should be renewed.

The boom is being rebuilt.

The quantity of timber, &c., passed through the slide at this station during the past year consisted of:—

Saw logs	224,331
Square timber (pieces)	2,366
Boom " "	2,316

BURLEIGH.

The works at this station, consisting of a dam, slide and waste weir, were erected exclusively to facilitate the descent of timber. This was one of the stations over which the "Trent Slides Committee" exercised control; but since that body became disorganized the works have been neglected, and the lumber trade is complaining at the required repairs not being carried out.

I have no doubt but that the trade would be agreeable to pay a small toll on timber &c. passing through, such as would give a fair rate of interest on the expenditure.

The quantity of timber, saw logs, &c., that passed this station during the past year was as follows:—

Saw logs	314,331
Boom timber (pieces)	3,116
Square " "	2,500

LAKEFIELD.

On the stretch between this station and Burleigh the channal is in several places obstructed by boulders which, in accordance with instructions, are being removed; when the water is level with the apex of of the dam there is only 3 ft. 6 in. of water on these boulders, consequently it was necessary to place slash boards on the dam to get the required depth, 4 ft. 6 in. This proceeding was objected to by the settlers on the Lake Shore, who complained that the slash boards penned back the water on their lands; the removal of these boulders will, to a great extent, do away with the difficulty, inasmuch as there will be no necessity to place such a deep slash board or bracket on the dam.

The dam, I should state, is private property, and such being the case the management is anything but satisfactory to the public interest and is the subject of constant dispute and contention.

A "stone lifter" has been at work up to the close of navigation removing the boulders, and an extra depth of 12 in. was obtained, giving a total depth of 4 ft. 8 in. provided the dam is retained at its present height, which is quite sufficient, the draught of the largest steamer plying on the reach being 4 ft. 6 in. at the stern when laden.

PETERBOROUGH.

Situate at the head of the navigable stretch from Heely's Falls, a distance of about 52 miles, upon which there are constantly engaged six steamers, and above which there is a continuous rapid extending to Lakefield and a number of saw-mills, the refuse from which is rapidly filling up the channel leading to the wharves, so as to seriously impede the navigation. This has been a subject for complaint for the past number of years, and several communications have been addressed to the Department thereon, and, in accordance with instructions received from the Chief Engineer, Mr. Perley, I am preparing a detailed report for submission.

LITTLE LAKE.

Situate one mile below the town of Peterboro'. The works here consist of a three-stick retaining boom and four piers.

The repairs executed consisted in building three top-courses to two of the piers and refilling them partially with stone; constructing one pier, and supplying the boom with new timber and chains. This lake is also being rapidly filled up with mill refuse and at low water saw-dust banks appear. The steamers of late years find it almost impossible to make the wharf at the village of Ashburnham, and on several occasions have run aground; it is therefore necessary, in the interest of the steamboat navigation, that a dredge should be set to work to make a channel to this wharf and those at Peterboro'.

WHITLAW'S RAPIDS.

The works here consist of a lock 134 ft. by 34 ft., of good masonry with solid gates; a wing dam 223 ft. long; a cross dam 160 ft., average height about 9ft., with waste weirs and piers and guide booms. An additional waste weir with other improvements was called for by petition No. 84,294, and in accordance with instructions received from your Department, in No. 3,623, September 10th, 1880, the sluice or waste weir was constructed and the other improvements carried out.

The quantity of timber, &c., that passed this station during the past year was as follows;—

Saw logs	329,600
Boom timber (pieces)	2,850
Square " "	141

The works at this station are under the control of the Department of Railways and Canals, excepting the guide booms and those works connected with the passage of timber, &c.

OTONABEE RIVER.

The obstructions that existed in this river, known as "Yankee Bonnet," "Dangerfield," and "Robinson's Island" have been removed and a flat dam constructed at Yankee Bonnet shoal. The result of these improvements is that there is four inches more water on these shoals than on the lower mitre sill of the lock at Whitlaw's Rapids.

HASTINGS.

The works here consist of a canal lock and dam; and a slide for the passage of timber, with guide booms, piers, &c. The canal lock and dam are under the control of the Department of Railways and Canals.

The repairs executed under the Department of Public Works consisted in—

Constructing a coffer-dam across the river above the dam, on what is known as the "Flat Rock," so as to dry the works below.

Excavating 600 cubic yards of rock from the bed of the river, so as to deepen the steamboat channel six inches.

Removing boulders and cleaning the channel below the locks.

Repairing and gravelling the dam and renewing the flooring, and performing general repairs to the slide.

The benefit of these improvements were felt in a very marked manner this autumn, as notwithstanding the extreme low water which prevailed all along the line, the level of Rice Lake (which is maintained by the dam here) was never known to be higher at the season of low water.

The quantity of timber that passed through the slide at this station during the past year was as follows:—

Saw logs	89,600
Boom timber (pieces)	950
Square " "	250

HEELY'S FALLS.

The works here consist of a dam 488 ft. long, 8 ft. high; a slide 713 ft. long, 33 ft. wide, with piers and guide booms.

The dam maintains the water at a navigable height up to Hasting's Locks, and is under the control of the Department of Railways and Canals.

The dam was gravelled and received temporary repairs

The slide is badly in need of extensive repairs, the side walls being in a decayed condition. There has been no outlay on this work for a number of years.

The quantity of timber, &c., passed through the slide during the past year was :

Saw logs	114,524
Boom timber (pieces)	630
Square " "	200
Cedar " "	7,000
Shingle butts	780

MIDDLE FALLS.

The works at this station are exclusively for the benefit of the lumber trade. They consist of two dams, each 96 ft. long; two slides, one 455 ft. long by 33 ft. wide, the other 60 ft. long by 33 ft. wide; a wing dam of crib-work 638 ft. long and 8 ft. high, and guide booms and piers.

The repairs required at this station consist of the re-building of the portion of the retaining wall of the basin that was cut away some years ago by order of the "Trent Slides Committee," as the lumberers are determined now to run the lower slide as in former years.

The quantity of timber, &c., that passed through the slide at this station was:—

Saw logs	119,414
Boom timber (pieces)	1,430
Square " "	200
Cedar " "	53,500

CHISHOLM'S RAPIDS.

The works at this station, consisting of a canal nearly 3,000 feet in length ; a lock of first-class masonry, 133 ft. by 33 ft., with 5 ft water on mitre sills ; a dam 715 ft. long and 6 ft. high, are under the control of the Department of Railways and Canals.

There is also a slide 100 ft. long and 50 ft. wide, with guide booms, &c.

The dam, which leaked badly, is undergoing general repairs and being gravelled.

The works at this station connected with the descent of timber, and also those at Middle Falls and Heely's Falls were, in the year 1855, transferred to a committee of lumbermen, who were empowered to collect tolls on timber passing down the river, and to render yearly statements to Government of their receipts and expenditure ; but since that period, several changes having taken place, the committee has become disorganized, and in fact there is no committee now.

I would, therefore, respectfully urge upon the Department the immediate necessity of taking action in the matter and performing those duties which were entrusted to the old "Trent Slides Committee." This so called committee has not expended any money of any consequence on the works for the past number of years, and has not even made an effort to keep the works in a proper state of repair.

The toll that should be collected on the saw logs that pass through the slides at Middle Falls and Heely's Falls should more than pay for the annual expenditure required at these stations.

I have the honor to be, Sir,
Your obedient servant,

THOMAS D. BELCHER,
Superintending Engineer.

F. H. ENNIS, Esq.,
Secretary, Department of Public Works.

APPENDIX No. 20

STATEMENT showing Property purchased or sold by the Department of Public Works during the Fiscal Year ended 30th June, 1881.

Date of Sale.	Vendors.	Purchasers.	Property Purchased or Sold, &c.	For what purpose used.	Price of Sale.	Area of Land.
1880.					$ cts.	
September 27....	Western Union Tel. Co...	Her Majesty.....	Telegraph lines and instruments owned by the Company in British Columbia, and electric cables between Vancouver Island and Swinomish, U.S.	.....	24,000 00	
do 27....	Thos. Wills.....	do	Lots 2, 3, 4, 5, 6 on West side of Pinnacle street, Belleville, Ont.	Post Office, &c.....	5,500 00	
October 7.....	Her Majesty.....	J. K. Suter.....	Letters Patent of part of lot No. 5, Block XIV., in New Westminster, B.C.	Old Registry Office.....	800 00	
November 9.....	H. A. King.	Her Majesty.....	Part of lot No. 8, corner of King and Queen Streets, St. Catharines, Ont.	Post Office, &c.....	3,250 00	15 perches.
do 9.....	W. L. Copeland.....	do	Part of lot corner of King Street and Hellivell's Lane at St. Catharines, Ont.	do	2,750 00	11 do
September 6.....	F. A. Almon and others (Heirs Egan)	do	Strip of land in rear of Post Office building, Ottawa.	In connection with Post Office.	11,276 44	4,656 superficial feet.
October 12.....	Hon. J. Hearn	do	12 Lots in Champlain Street, City of Quebec.	To build thereon a retaining wall to the Citadel cliff.	21,700 00	Lots Nos. 2304, 2305, 2306, 2308, 2312, 2313, 2314, 2315, 2316, 2320, 2321, 2322.
December 7.....	Dame Sarah J. Rankin...	do	Lot No. 686, north ward of the City of Sherbrooke.	Post Office, &c.....	3,560 00	
do 7.....	Eastern Townships Bank.	do	Lot No. 685, north ward of the City of Sherbrooke.	do	5,000 00	
1881.						
February 11.....	Thos. McGoey	do	Part of lot No. 3, in 6th Range of Township of Hull, Que., and right of way to	In connection with Gatineau Boom Station.	250 00	10,500 sq. feet.

			the public road over lots 3 and 4, a length of 1,374 feet.				
March 26.	W. Turner	do	Right of way over his land in Parish of Dorchester, County of Westmoreland, N.B., to lay, repair and renew water pipes for Dorchester Penitentiary aqueduct.	Aqueduct for Dorchester Penitentiary.		350 00	
do 26.	E. Weldon	do	do do do ...	do	do ...	200 00	
do 26.	J. S. Chapman	do	Sale of a piece of land on Chapman's property, in the Parish of Dorchester, Co. of Westmoreland, N.B., containing one acre and the right to lay water pipes from the piece of land sold; also right of way to renew or repair water pipes.	do	do ...	800 00	1 acre.
do 26.	W. Milner	do	Right of way over his land in the Parish of Dorchester, N.B., to lay, repair and renew water pipes for aqueduct, Dorchester Penitentiary.	do	do ...	200 00	
June 22	W. Reay and others	do	Right of way from public road to Cedars Wharf, Que.	Way to Cedars Wharf....		1 00	

A. GOBEIL.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, November 18, 1881.

STATEMENT showing Public Property leased to various parties by the Department of Public Works, during the Fiscal Year ended 30th June, 1881.

Date of Signature.	Term of Lease.	Lessees.	Property leased.	Date from which Lease is reckoned.	Annual rental.	Amount of each Instalment.	When payable each year.
					$ cts.	$ cts.	
Dec. 13, 1880.	During pleasure, terminable at 3 months notice.	C. B. Wright.....	Permission to him to cut an opening in the railing of the slide bridge at Hull, P.Q.....	Dec. 13, 1880.	1 00	1 00	13th Dec.
Mar. 28, 1881.	do do ...	Perley & Pattee.....	Part of Government reserve at the head of Chaudière Island, Ottawa River.....	Jan. 1, 1881.	96 00	96 00	1st Jan.
May 3, 1881.	do do ...	Lake St. Francis Tow Boat Co	Government pier and freight shed at St. Dominique, P.Q.....	Nov. 1, 1880.	50 00	50 00	1st July.

A. GOBEIL.

DEPARTMENT OF PUBLIC WORKS, 18th November, 1881.

APPENDIX No. 21.

REPORT OF THE SECRETARY OF THE OFFICIAL ARBITRATORS.

OTTAWA, 30th September, 1881.

SIR,—I beg to transmit herewith a statement of the claims referred to and arbitrated or reported upon by the Official Arbitrators in connection with the Department of Public Works, during the fiscal year ended 30th June, 1881.

I have the honor to be,
Sir,
Your obedient servant,

CHS. THIBAULT,
Sec. to the Official Arbitrators.

F. H. ENNIS, Esq.,
Secretary, Department of Public Works,
Ottawa.

STATEMENT of Claims referred to and arbitrated or reported upon by the Official Arbitrators, in connection with the Department of Public Works, during the fiscal year ended 30th June, 1881.

Claimant.	Nature of Claim.	When referred.	To whom referred.	Whether referred for award or report.	Amount claimed.	Amount awarded or recommended.	Date of award or report.
					$ cts.	$ cts.	
Andrew Northwood.....	Land required for public building at Chatham, Ont.....	May 20, 1881.....	J. Cowan.	For report.....	8,000 00	8,000 00	May 30.
The Managers of Presbyterian Church at St. Thomas, Ont	Land required for public building at St. Thomas, Ont.....	do	do	do	7,000 00	7,000 00	May 26.

CHS. THIBAULT,
Secretary to the Official Arbitrators.

APPENDIX No. 22.

BREAKWATERS ON THE COAST OF GASPÉ.

(Translation.)

No. 20080. MONTREAL, 28th December, 1881.

SIR,—In the month of January last, I had the honor of addressing you a letter respecting certain breakwaters of which I recommended the construction at several points on the coast of Gaspé, in order to facilitate the working of the sea-fisheries, and consequently to increase the produce of the same.

In that letter, I mention several important facts which seem to me to establish in an incontrovertible manner the good effects which would result from these breakwaters. But, unfortunately, my letter came to hand too late to be inserted in your excellent report for 1880.

As this question of breakwaters will probably be brought forward, during the coming session of Parliament, it would perhaps be a convenient thing that the Members of the House of Commons and of the Senate, and the general public should have before them a document (however short it may be) which treats of the matter, and which furnishes certain information which possesses a degree of importance. For these reasons, I beg that you will do me the honor to insert my letter of last year in your report for this year.

The communication in question will interest, I think, that portion of our population which resides in the interior of our country, and which is almost completely ignorant of the difficult conditions under which our sea-fisheries are carried on.

I have the honor to be, Sir,
Your obedient servant,

P. FORTIN.

The Honorable
Sir HECTOR L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works.

OTTAWA, JANUARY 31, 1881.

SIR,

I have already had the honor of drawing your attention frequently to the necessity of constructing breakwaters in several of the roadsteads on the coast of Gaspesia, for the purpose of affording our fishermen necessary facilities for the prosecution of their calling—so difficult, so dangerous, and, in general, so unremunerative—with better chances of success and to enable them to draw from the sea a larger amount, than now, of production for their labor.

Now, it should not be forgotten that our fishermen are not the only class who will benefit by this increase of wealth, because, just in proportion as the products of our fisheries are augmented, the fishermen being the largest consumers, as a class, of manufactured goods, as well as of foreign produce, from their increased ability to purchase, manufacturers will receive increased orders, and commerce in

general will be largely benefited by this state of things, while the Treasury will profit also by the increased amount of custom duties derived from importation.

But these are not the only reasons which, at this time, prompt me more than ever, to insist on the necessity of aiding one of our most important industries which furnishes articles for exportation to an amount of more than *six million* (6,000,000) dollars, and which brings also to our domestic trade and consumption, produce of great value, of which unfortunately, in this country, there is not generally a correct appreciation.

Now, this industry is threatened, although not entirely in its very existence, yet to such an extent that if the present state of matters is not changed, instead of being prosperous as in bygone years, until lately, it will become languishing, and eventually fail in furnishing subsistence to those engaged in its prosecution—a class, as shown by vital statistics, which increases with a most remarkable rapidity—and the inevitable consequence will be, that our fishermen will have largely to abandon their native shores, and emigrate to foreign countries.

And whence this threat? From the competition of Norwegian fish—especially codfish—in the foreign markets in which Gaspé fish, until within a few years past, held first place, and had sold with facility and profit.

The abundance of Norwegian fish for the last few years in these markets, in which, besides, it arrives at an earlier date than Canadian fish,—has caused there an important lowering of prices, so that our codfishery, carried on under the like conditions as heretofore, is not sufficiently productive to yield profits to our fishermen and merchants, at the reduced prices.

I take the liberty of submitting to you the following extracts from a letter which I received from Mr. Henry N. De Veuille, agent of the fishing establishment of the firm of Charles Robin & Co., on the coast of Gaspesia—the following being what he wrote me under date of 6th January, 1881 :—

" Next summer we are going to retrench and to try to economise still more " than the past season.

" Appertaining to the Percé establishment, we are going to close North Beach " and Anse-au-Beaufils.

" When I went to Percé, in 1878, we had 124 boats fishing. Next summer I do " not intend having more than 60 or 65; besides this, we will close Anse-au-Basque " at Caraquet. At Caraquet we will keep only 2 or 3 boats, but we will increase " slightly at Shippegan and North Shore. As for advances to draftmen, we are " doing as usual, but we are reducing dealers a little; as you may well suppose, we " will leave off those that remain in debt and keep those that pay.

....

" Should this coming season's transactions not be an improvement on the past, there is not much doubt that a further reduction will become imperative.

" Did I not tell you in Percé in 1878, that the Canadian fish merchants were experiencing a competition that would become serious ?"

It seems to me that the facts above stated by Mr. De Veuille do not require comment.

For, on one hand, the codfishery in Norway, aided and encouraged as it has been by all possible means—telegraphs, breakwaters, towboats, etc., etc.—yields products of an extraordinary abundance. And, on the other hand, the fish merchants of that country, enlightened as they have been by those of their consuls who reside in fishing countries, have had for the last few years, their codfish intended for exportation to warm countries cured after the Gaspé method, instead of making it into " stock-fish " as formerly, and it is that kind of codfish taken in such large quantities, and consequently sold at low prices, which competes so disastrously with the codfish of Canada and Newfoundland in the markets of Brazil, Spain, Portugal and Italy.

I cannot speak extensively in this letter of the codfisheries of Norway and their immense production, but permit me to say a word of those which are best known—I mean the fisheries of the Lofoten Islands.

The fishery of the Lofoten Islands—a group on the coast of Norway, 150 miles

in extent, lying between 67° and 69° 30' N. latitude—viz.: 1272 (twelve hundred and seventy-two) geographical miles further north than Quebec, and 1,200 (twelve hundred) miles further north than the central part of the Gulf of St. Lawrence, yielded 26,500,000 (twenty-six and a half million) codfish, during the fishing season of 1879, employing 26,556 men. Vessels and fishing-boats employed, 5,222.

In 1878, for the requirements of that fishery and the fish trade, 41,709 telegraphic dispatches were sent and received at these Lofoten Islands. In 1879, these figures must have been still greater.

Now, we must acknowledge with regret, that the productions of our fisheries have not augmented for some years past, and in certain parts they have decreased. But it would be necessary for our fishermen, in order to compete successfully with the fisheries of other countries, that they should augment the production. But can they do so?

Yes!

And how?

By obtaining more facilities, more encouragement for the different operations, all of them difficult and laborious, which constitute the art of sea fishing.

And what do they principally require?

Shelter for their boats.

Every one knows that on the coast of Gaspesia there is not a single port, with the exception of Gaspé Basin, which, however, is too far inland to be useful as a fishing harbor.

Without harbors, without shelter, these fishermen lose *one-third* of their time.

At each high wind or tempest, blowing on shore, they are obliged, after having discharged ballast, to haul their boats on shore.

And when fine weather has returned, they are obliged to launch them.

And how many boats are either injured or destroyed under these operations, which have often to be performed during one night, when the surf, rolled in by the fury of the gale, threatens destruction alike to the fishermen and their boats? At times, the wind springs up suddenly, and the sea, in consequence, rises with so much rapidity that before the fishermen can come to the rescue, their boats are smashed with the sails and outfits lost.

In the roadstead of Percé alone, I believe, that within the last *ten* years *one hundred* boats have been lost. Value—ten thousand dollars ($10,000).

And when the boats are thus hauled ashore, how many fishing days are lost? For the fishermen have to wait until the return of fine weather, and further until the surf has gone down sufficiently to permit the launching of their boats.

Often, when they are on the fishing grounds and the catch most abundant, they are seen suddenly to raise anchor and scud for the shore, and by so doing, probably, lose their best day's fishing.

The reason of this movement is because the weather has become threatening and they fear the approach of a gale from seaward.

In this case it is imperative that they reach land and have beached their boats before the sea has risen and breakers have formed on the shore; for, if too late in making the land, the attempt to beach is certain death to the men and future misery to their widows and orphans.

According to the avowal of all competent men, fishermen who prosecute their business on a coast unprovided with shelter from on-shore winds, lose, at least, one-third of their time.

And so, by providing the necessary shelter, on those parts of the coasts of Gaspesia which are opposite to good fishing grounds, the codfishery, with the same outfit, with the same expense of equipment, and with the same number of men as now employed, will produce fully one-third more than at present.

This will enable our fishermen and merchants to compete with the Norwegians under favorable circumstances.

The roadsteads in which the first works are projected are those of Percé, Cape Cove, and Grand Pabos.

Preliminary surveys have already been made at these places.

But I would not advise you to have any of these works begun until Mr. Perley, Chief Engineer of Harbors, has personally visited the places.

And I offer to accompany him on this tour of inspection (which might take place when I make my visit to the county of Gaspé), so as to give him myself, and to get the most competent persons residing at these places, to furnish him with precise information.

Once the sites chosen, and the kind of breakwater adopted, the contracts can be given, the wood for the structures can be drawn from the forest in winter and at the same time the necessary stone for ballasting the piers can be provided.

I do not know at what sum the carrying out of these works may be estimated, but I believe I cannot ask, for this year, less than ten thousand dollars ($10,000), for each of the breakwaters named, in all—thirty thousand dollars ($30,000).

I hope that you will be pleased to put that amount in your Estimates, and to have it submitted for the approbation of the Hon. the Privy Council and the Houses of Parliament.

In having these works executed, which of course I desire to see extended to all our sea coasts not possessed of natural harbors, you will confer important benefits on our fishing industry and on our Maritime population, which is no unimportant factor in the Confederation.

I have the honor to be, Sir,
Your obedient Servant,

P. FORTIN.

THE HON. H. L. LANGEVIN, C.B.,
Minister of Public Works.

APPENDIX No. 23.

COPIES OF RESOLUTIONS PASSED BY LÉVIS, MONTREAL AND QUEBEC BOARDS OF TRADE IN FAVOR OF AN EXTENSION OF THE TELEGRAPHIC SYSTEM TO POINTE DES MONTS.

MONTREAL, 5th January, 1882.

MY DEAR SIR,—The Board of Trade of Lévis has passed resolutions approving the extension of the telegraph line to Forteau, and has sent a petition to the Hon. the Minister of Public Works based on the said resolutions.

If the petition has been received, I would suggest that it be published in the Annual Report of 1881, together with the petitions of the Boards of Trade of Montreal and Quebec.

Yours truly,
P. FORTIN.

F. H. ENNIS, Esq.,
Secretary, Department of Public Works.

COPY OF RESOLUTIONS PASSED BY THE LÉVIS BOARD OF TRADE.

(Translation.)

No. 14140.

OFFICE OF THE LÉVIS BOARD OF TRADE,
LEVIS, 18th May, 1881.

SIR,—I have the honor to transmit the following, a copy of a resolution adopted by the Council of the Lévis Board of Trade, at a meeting held on the 17th May, instant.

"Moved by Mr. C. W. Carrier, seconded by Mr. M. Etienne Samson, and

"*Resolved*,—That this Council has learned with pleasure that the Government has taken steps towards the construction of a telegraphic line on the north shore of the River St. Lawrence, from Murray Bay to Bersimis, with a branch to Chicoutimi;—

"That this Council deems it its duty to point out, that it would be more advantageous to the interests of ocean navigation to extend the line at once as far as Pointe des Monts, the most important point on the whole north shore,—inasmuch as one-half of the vessels, and especially sailing vessels, navigating the river both inwards and outwards, pass in sight of the lighthouse erected on that point;—

"That moreover, shipwrecks often occur in the bay lying to the east of that point, and that in consequence of the difficulty and at times the impossibility of communicating with the south coast or with Quebec, the crews and passengers have undergone great suffering, and the vessels themselves have been lost, whereas with more speedy assistance they would have been saved;—

"That the system of tow-boats established by the citizens of Lévis and Quebec has rendered great services to navigation, and that the tow-boats are stationed on the north shore between Pointe des Monts and the Brandy Pots;—

"That for the above reasons this Council recommends that the line be extended as far as Pointe des Monts."

Believe me to be, Sir,
Your obedient servant,

JULIEN CHABOT,
Chairman of the Lévis Board of Trade.

Hon. Sir H. L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works, Ottawa.

MEMORIAL OF THE QUEBEC BOARD OF TRADE.

No. 14195.

QUEBEC, 20th May, 1881.

The memorial of the Quebec Board of Trade—Respectfully sheweth:—

That your memorialists, in representing the interests of trade in general, have pleasure in noting the recent action of the Government in appropriations for the completion of telegraphic communication to Chicoutimi and Betsiamis;

That any effort in the direction of perfecting the comprehensive scheme of telegraphic relations along the lower River St. Lawrence and Gulf will doubtless receive favorable consideration at the hands of the Government;

That the bay north-eastward from Pointe des Monts towards Seven Islands has been the scene of many marine disasters, aggravated from the fact that no ready assistance can be had under such circumstances before (as has occurred in many cases) total loss and destruction of shipping has taken place, it being often impossible to communicate with the south shore for aid, especially late in the fall and during heavy weather;

That the continuation of electric connection to Pointe des Monts would aid materially as a means in procuring such help as would result in lessening destruction to shipping and probably loss of life; and the construction of this work would prove a great boon to the marine community, as well as an auxiliary towards perfecting the safe navigation of the river;

Wherefore, your memorialists will ever humbly pray that the Government may, in its wisdom, see fit to take such measures as may end in the construction of the works indicated;

And your memorialists will ever pray, &c.

On behalf of the Council of the Quebec Board of Trade.

O. MURPHY,
President.

F. H. ANDREWS,
Secretary.

Hon. H. L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works, Ottawa.

COPY OF RESOLUTIONS PASSED BY THE MONTREAL BOARD OF TRADE.

No. 14673.

OFFICES BOARD OF TRADE,
MONTREAL, 8th June, 1881.

SIR,—In accordance with the action of the Council of this Board, at a meeting held yesterday, I have pleasure in transmitting herewith a copy of resolutions adopted unanimously, having relation to the telegraphic system which the Government is so advantageously establishing in the River and Gulf of St. Lawrence.

In doing so I am specially to solicit your early consideration of the views expressed by the Council in the second resolution, and to express the hope that you may be pleased to give effect to it, believing, as the Council does, that the extension along the north shore, as indicated, will be an invaluable section of the great enterprise.

I have the honor to be, Sir,
Your obedient servant,

W. J. PATTERSON,
Secretary.

Hon. Sir H. L. LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works, Ottawa.

COPY OF RESOLUTIONS ADOPTED AT MEETING OF COUNCIL OF THE MONTREAL BOARD OF TRADE, HELD 7TH MAY, 1881.

"That this Council has constantly watched the progress of the work of introducing and constructing the telegraphic system in the River and Gulf of St. Lawrence, including its extension to Anticosti, the Magdalen Islands and Bird Rock, and very respectfully begs thus to convey to the Dominion Government its appreciation of the very great services rendered to the commerce of Canada in lessening the dangers of navigation and reducing the risk of loss of valuable merchandize and ships, as well as providing facilities for saving lives and property, besides the advantages that will be derived by those who are engaged in the fisheries, &c;"

"That the Council also views with satisfaction the progress now making with work on the north shore extension, for that portion of the scheme must inevitably be of great service in promoting the safety of navigation and the value of fisheries in the Gulf, and would earnestly urge upon the Government the obvious advantages that must further accrue from continuing the wires without delay as far in the meantime as Pointe des Monts; and

"That the Secretary of this Board be instructed to transmit a copy of these resolutions to the Hon. Sir Hector L. Langevin, K.C.M.G., C.B., Minister of Public Works, with the request of the Council that he may be pleased to give the suggested extension to Pointe des Monts his early consideration.

24.

STATEMENT of the Opening and Closing of Navigation.

PROVINCE OF NOVA SCOTIA.

Name of Port.	County.	Date of Closing, 1880.	Date of Opening, 1881.	Depth of Water available at low water.	Remarks.
				Feet.	
Annapolis	Annapolis	Always open		15 to 20	In very severe winters thin ice forms, but screw steamers could always enter.
Barrington	Shelburne	do		12 to 20	At anchorage, wharves dry at low water.
Bridgewater	Lunenburg	Dec. 18...	March 20..	8 to 10	
Digby	Digby	Always open		18	About 10 feet at end of steamboat pier.
Halifax	Halifax	do		20 to 30	At wharves, 70 to 180 feet in harbor.
Liverpool	Queen's	do		7	On bar; at Brooklyn Breakwater 24 feet.
Lockeport	Shelburne	do		8	
Lunenburg	Lunenburg	do		12	At wharves, 20 to 22 feet in harbor.
Parrsboro'	Cumberland	do		.....	Dry in harbor.
Pictou	Pictou	Dec. 24...	April 15...	19	At wharves, 40 feet in harbor.
Shelburne	Shelburne	Always open		40 to 60	
Sydney	Cape Breton	Dec. 30...	April 27...	48	
Windsor	Hants	do 27...	March 18..	.....	Dry.
Yarmouth	Yarmouth	Always open		13	

PROVINCE OF NEW BRUNSWICK.

Buctouche	Kent	Nov. 20...	April 18...	12	8 feet on bar.
Chatham	Northumberland	do 20...	do 20...	35 to 40	In harbor, 18 feet on bar.
Dalhousie	Restigouche	do 30...	May 2...	30	In south channel, 70 feet in north channel.
Dorchester	Westmoreland	Dec. 16...	March 22..	10	
Moncton	do	do 17...	do 30...	.....	Dry.
Newcastle	Northumberland	Nov. 22...	April 19...	30	In harbor, 18 feet on bar.
Richibucto	Kent	do 20...	do 20...	12	
Sackville	Westmoreland	Dec. 17...	March 25..	4	
Shediac	do	Nov. 22...	April 19...	12	
St. Andrews	Charlotte	Always open		14	In inner harbor.
St. John	St. John	do		24	At entrance to harbor, 40 feet to 120 feet in harbor.
St. Stephen	Charlotte	do		6	30 feet at landing place "The Ledge," 4 miles below the town.

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	Queen's	Dec. 1...	April 20...	20	At wharves, 40 to 60 feet in stream.
Cascumpec	Prince	do 24...	do 4...	9	On outer bay, 11 feet on inner bar; 15 feet to 30 feet in harbor.
Georgetown	King's	Jan. 3, '81	do 24...	18	At railway wharf, 30 feet in stream.
Souris	do	Dec. 31...	do 29...	18	do 20 do
Summerside	Prince	Nov. 20...	do 14...	16	do 20 to 30 do

APPENDIX No. 24—*Continued.*

PROVINCE OF QUEBEC.

Name of Port.	County.	Date of Closing, 1880.	Date of Opening, 1881.	Depth of Water available at low water.	Remarks.
				Feet.	
Chicoutimi	Chicoutimi	Dec. 6...	May 6...	10	
Malbaie	Charlevoix	do 15...	March 30...	8 to 14	
Eboulements	do	Nov. 24...	Early Apl.	over 36	
Quebec		Nov. 27...	April 1...	6 to 168	
Three Rivers		do 21...	do 26...	17	At Richelieu and Ontario Navigation Co.'s Wharf.
Berthier *(en haut)*	Berthier	do 20...	do 25...	7 to 8	
Montreal		Dec. 3...	do 19...	20·5	22 feet at ordinary low water.
New Carlisle	Bonaventure	Jan. 15,'81	do 1...	10·6	At end of proposed pier.
Carleton	do	Dec. 7...	do 11...	18 to 24	
Matane	Rimouski	Late Dec..	Early Apl.	17	Upper end of new pier, 12 feet old pier, 5 feet on bar.
L'Islet	L'Islet	Nov. 21...	April 15...	7	

PROVINCE OF ONTARIO.

Belleville	Hastings	Nov. 22...	April 9...	5 to 9	At docks, 9 feet in channel.
Cobourg	Northumberland	do 25...	do 19...	8	
Port Hope	Durham	Dec. 15...	do 9...	12	
Toronto	Toronto	do 8...	do 16...	11·6 to 15·6	
Oakville	Halton	Nov. 25...	do 20...	10	
Port Stanley	Elgin	Dec. 15...	March 25..	10	At entrance.
Port Dover	Norfolk	do 3...	April 23...	7 to 8·6	12 feet to 15 feet in the creek.
Port Burwell	Elgin	Nov. 14...	do 25...	7·6 to 8	
Morpeth	Kent	do 15...	do 18...	9	11 feet at outer end of dock.
Kingsville	Essex	Dec. 7...	do 10...	7 to 9	
Sarnia	Lambton	do 20...	March 10..	4 to 40	
Goderich	Huron	Nov. 26...	April 25...	10	At entrance.
Port Albert	do	do 16...	do 20...	6	
Inverhuron	Bruce	do 6...	do 20...	20	At end of pier, 500 feet from shore.
Kincardine	do	do 14...	do 27...	9	
Owen Sound	Grey	Dec. 2...	do 24...	9	
Meaford	do	Nov. 25...	May 2...	10	
Presqu'Ile	do	Dec. 5...	April 23...	12	

APPENDIX No. 25.

LIST of Ministers, Deputy Ministers, Secretaries, Chief Engineers and Chief Architects of the Department of Public Works, from 1st July, 1867, to 30th June, 1881.

Ministers.		Deputy Ministers.		Secretaries.		Chief Engineers.		Chief Architects.	
Name.	Date of Appointment	Name.	Date of Appointment.	Name.	Date of Appointment.	Name.	Date of Appointment.	Name.	Date of Appointment.
Hon. Wm. McDougall.....	July 1, 1867.	T Trudeau.....	Mar. 15, 1834	F. Braun.	Mar. 8, 1861.	John Page.....	Oct. 31, 1853.	Thos. S. Scott.	Feb. 7, 1872.
Hon. H. L. Langevin, C.B.	Dec. 8, 1869.	G. F. Baillargé..	Oct. 4, 1879.	S. Chapleau	Oct. 4, 1879.	H. F. Perley...	Nov. 25, 1880		
Hon. Alexander Mackenzie.	Nov. 7, 1873.			F. H. Ennis.....	Nov. 4, 1880				
Sir Chas. Tupper, K.C.M.G., C.B.....	Oct. 17, 1878								
Sir Hector L. Langevin, K.C.M.G., C.B.....	May 20, 1879								

DOMINION OF CANADA.

ANNUAL REPORT

OF THE

MINISTER

OF

RAILWAYS AND CANALS

FOR THE

FISCAL YEAR 1ST JULY, 1880, TO 30TH JUNE,

1881.

ON THE WORKS UNDER HIS CONTROL.

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST VICTORIA, CHAPTER TWELVE, SECTION NINETEEN, AS AMENDED BY THE ACT FORTY-SECOND VICTORIA, CHAPTER SEVEN.

PRINTED BY ORDER OF THE HOUSE OF COMMONS.

OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1882.

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REPORT

1880—81.

To His Excellency the Marquis of Lorne, K.T., K.C.M.G., Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

I have the honor to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1881.

This Report is submitted in accordance with the provisions of the Act 31 Vict. Cap. 12 (1867), as amended by the Act 42 Vict. Cap. 7, Sections 4 and 5 (1879).

The annual reports of the Chief Engineers, together with general and special reports from Superintendents both of Railways and Canals, and from other Officers of the Department, are given in appendices.

RAILWAYS.

In the course of the past year arrangements have been made to place the Canadian Pacific Railway in the hands of a company, now known as the Canadian Pacific Railway Company.

The arrangement made between the Government and the Company is set forth in documents given in full in Appendix 13, page 158.

Under the terms of the contract the Government have undertaken to construct the line, between—Prince Arthur's Landing on Lake Superior, and Red River;—and between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody, in British Columbia; and the Company, on its part, have undertaken to construct, within a specified time, the line between Callander Station, their eastern terminus at the east end of Lake Nipissing, to a point of junction with the line from Prince Arthur's Landing to Red River; and between Red River and Savona's Ferry. The whole line to be the property of the Company and to be maintained and operated by the said Company.

The length of the various sections are approximately as follows:—

	Miles.
From Callander Station, near Lake Nipissing, to Prince Arthur's Landing	650
From Prince Arthur's Landing to Red River	412
From Red River to Savona's Ferry, Lake Kamloops	1,350
From Savona's Ferry to Port Moody on the Pacific Coast	217
Total length of main line	2,629

The Pembina Branch, on the eastern bank of the Red River, 86 miles, will also become the property of the Company.

The contract with the Canadian Pacific Railway Company was ratified by Act of Parliament Vict. 44, Cap. 1., 15th February, 1881, and in accordance with section No. 2 of the said Act, on the 16th February, 1881, an Order in Council was passed authorizing the issue of letters patent under the Great Seal of Canada, granting a charter to that Company.

Subsequently to the ratification of the contract, the following sections of road then in operation were transferred to the Company under the authority of an Order in Council dated the 9th April, 1881, viz.:—

	Miles.
The Pembina Branch line from Emerson to Selkirk	86
The line from Selkirk to Telford	73
	159

GOVERNMENT WORKS OF CONSTRUCTION.

The Government Chief Engineer of the line reports that on the section between Lake Superior and Red River (412 miles), the rails are laid for a distance of 232 miles from the eastern end, and for 113 miles from the western end; and that on the unfinished portion (67 miles) rapid progress is being made.

In British Columbia, between Emory's Bar and Savona's Ferry (127 miles), the contractors are making fair progress with the work.

The location of the line between Emory's Bar and Port Moody has been completed, and the works will be shortly placed under contract.

TELEGRAPH LINE.

The section from Thunder Bay to Selkirk on the Red River, is being operated under contract with fairly satisfactory results.

The section from Selkirk to Fort Edmonton, including the line from Selkirk to Winnipeg, is now maintained and operated under Government control.

BRITISH COLUMBIA.

A line of telegraph has been constructed from Cache Creek to the Kamloops Valley and up the North Thompson, for a distance in all of 82 miles.

Of this section 52 miles are in operation. (Appendix 2, page 9.)

PROGRESS OF WORK UNDER CANADIAN PACIFIC RAILWAY COMPANY.

Location, Construction, Operation.

Eastern Section.—From Callander Station the first 50 miles of the line westwards has been located and the work of construction commenced.

Central Section.—West of Winnipeg the line has been located as far as Moose Jaw Creek, a distance of 404 miles from Winnipeg.

The Company, having been permitted to abandon the old location from Stonewall to Portage la Prairie, have constructed a new line, about 53 miles in length, running direct from Winnipeg to Portage la Prairie.

On this central section the Company has completed the grading for about 218 miles of the line, and laid 163 miles of track westward out of Winnipeg. The line from Winnipeg to Stonewall, about 20 miles, being retained by the Company as a branch.

The road is open for traffic to a point on the main line 161 miles west of Winnipeg.

From Winnipeg south-westerly, passing to the vicinity of Turtle Mountain a branch of about 220 miles in length has been located. On this branch construction is far advanced for 89 miles.

From Brandon, another branch passing in a south-westerly direction has been located for a distance of about 195 miles.

SURVEYS.

The Company have had a staff of engineers employed examining the various passes of the Rocky Mountains, south of the Yellow Head Pass, to ascertain if any more favorable point of passage exists than that already determined. (Appendix 2, page 14.)

On the 9th June, 1881, the Canadian Pacific Railway Company acquired all the rights of the Canada Central Railway, and incorporated its works with those of the Canadian Pacific Railway system.

	Miles.
Ottawa to Carleton Place	29
Carleton Place to Pembroke	76½
Pembroke to Callander Station, C.P.R. junction	130
	235½
Carleton Place to Brockville (branch)	45½
	281

By this arrangement the main line of the Canadian Pacific Railway has been extended eastwards from Callander Station to Ottawa, and its total length from Port Moody increased to about 2,864 miles.

RAILWAYS IN OPERATION.

GOVERNMENT RAILWAYS IN OPERATION.

The several lines operated and maintained by the Government during the past fiscal year were:—

The Intercolonial	840
Canadian Pacific (ten months only),	229
Prince Edward Island	199
Windsor Branch (maintained only)	32
Total mileage	1,300

The returns of all lines show that a material increase of business has been done.

The General Revenue Accounts for 1881, shows:—

—	Expenditure.	Earnings.	Profit.	Loss.
Intercolonial	1,759,851 27	1,760,393 92	542 65	.....
Canadian Pacific	236,944 98	291,498 06	54,553 08	.....
Prince Edward Island	203,122 88	131,131 43	.....	71,991 45
Windsor	20,502 26	17,462 84	.....	3,039 42
	.....	.....	55,095 73	75,030 87
	.....	.....	.....	55,095 73
Total	2,220,421 39	2,200,486 25	Balance loss in working.....	19,935 14

INTERCOLONIAL RAILWAY.

LENGTH OF LINE.

Ocean Mail Line.

	Miles.	
Point-Levis to Rivière du Loup	126	
Rivière du Loup to Moncton	374	
Moncton to Painsec	8	
Painsec to Truro	118	
Truro to Halifax	62	
		688

Extensions.

Moncton to St. John	89	
Painsec to Shediac	11	
Truro to Pictou	52	
		152

Local Branches.

Rimouski to Wharf	2	
Newcastle, N.B., to Deep Water Wharf	2	
Dorchester to Shipping Wharf	1	
Sackville to Shipping Wharf	0.5	
Stewiacke to Wharf	1	
		6.5
Total		846.5

To meet the requirements of the increased ocean traffic at Halifax, additional wharf, storage, and coaling, accommodation has been provided.

Buildings for storage purposes have been erected and additional tracks have been laid at the deep water terminus at St. John.

At both Halifax and St. John, further accommodation is required.

The work, of relaying with steel rails, and ballasting the Rivière du Loup section, has now been completed.

The increased traffic has called for the construction of a number of new sidings. The various buildings along the line have received all necessary repairs, and several new structures have been erected, amongst the latter,—a cattle shed and coal shed at Rivière du Loup,—a high level coal shed at Chaudière Junction,—and a large building at Moncton for the storage of lumber. New station buildings have been put up at Five Mile House, Johnson Road and Nappan, and a locomotive house has been built at Stellarton to replace one destroyed by storm last winter.

Extensive repairs have been made to the masonry of bridges and culverts and wooden bridges have in several cases been replaced by iron structures.

The water supply has been further improved at various points on the line by the building of tanks and the introduction of steam pumps.

The passengers and mails to and from the British Mail steamers at Rimouski in summer, and Halifax in winter, have been given prompt despatch and the advantages of this route over all others have become apparent.

The rolling stock has been efficiently maintained, but owing to the largely increased traffic it is not sufficient to meet the requirements of the service.

The track has been maintained in a thoroughly efficient condition.

The total cost of the road and equipment chargeable to Capital account at the close of the fiscal year 1879-80, was		$38,365,719 64
The expenditure charged to capital account for the year ended 30th June, 1881, is as follows:—		
Halifax extension	$ 33,684 27	
Deep water terminus, St. John	10,373 15	
Completion of the Intercolonial	24,372 54	
Repairs and improvements, Rivière du Loup section	315,362 60	
Rolling stock for Rivière du Loup Branch	224,940 24	
		608,732 80
Making a total cost to 30th June, 1881, of		$38,974,452 44

The revenue account shows for the first time that the earnings of the road have been sufficient to cover the cost of working.

The gross earnings for the year were	$1,760,393 92
The working expenses were	1,759,851 27
Nett earning	$542 65

The gross earnings exceed those of the year previous by $254,095.44.

The earnings from passenger traffic show an increase of $54,775.82.

The earnings from freight traffic show an increase of $198,385.71, mails and sundries of $933.96.

The engine mileage compared with that of last year, was :—

1880–81	3,453,078
1879–80	3,076,342
Increase	376,736 miles.

The car mileage compared with that of last year, was :—

1880–81	32,201,157
1879–80	28,254,065
Increase	3,947,092 miles.

The train mileage compared with that of last year, was :—

1880–81	2,813,723
1879–80	2,535,654
Increase	278,069 miles.

The working expenses per mile of railway, were :—

1880–81	$2,095.06
1879–80	1,943.55

The working expenses per mile run by engines were :—

	Cents.
1880–81	50.95
1879–80	50.12

The working expenses per mile run by train were :—

1880–81	62.52
1879–80	63.23

The gross tonnage carried during the year 1880-81, was..... 725,577 tons.
The quantity carried in 1876–77, was..... 421,327 "

Showing an increase in four years of (nearly 42 p.c.)..... 304,250 "
(Appendix 3, page 16.)

WINDSOR BRANCH.

This branch is still operated by the Windsor and Annapolis Railway Company, under the arrangement that the Company pay all charges in connection with the working, two-thirds of the gross receipts being allowed them for such purpose; the Government taking the remaining one-third and assuming all cost of main tenance.

PICTOU BRANCH.

By the Statute of Canada 42 Vict. ch. 12, amending the original Act 40 Vict. ch. 46, it is enacted that the transfer of the Pictou Branch line of the Intercolonial shall be made to the Halifax and Cape Breton Coal and Railway Company so soon as the 82 miles of Railway extending from New Glasgow to the Gut of Canso have been constructed and equipped to the satisfaction of the Nova Scotia Government, and a ferry has been established between the main shore and the Island of Cape Breton at the terminus of the Railway.

The transfer has not yet been made.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Tignish to Royalty Junction	113½
Royalty Junction to Mount Stewart	20
Mount Stewart to Georgetown	21
	154½

EXTENSIONS.

Royalty Junction to Charlottetown	5
Mount Stewart to Souris	32
	44
	198½

The total expenditure on capital account to the 30th of June, 1880, was $3,466,588.57. No further charge has been incurred during the year.

The business of the road has increased, though owing to heavy expenditure on account steel rail renewals, and the erection of new station buildings, the nett results shown are not as favourable as they would otherwise have been.

The working expenses and receipts for the year ended the 30th of June last, were:—

Total expenses	$203,122.88
" earnings	131,131.43
Excess of expenditure	$ 71,991.45

The gross earnings compared with those of the previous year, were:—

1880-1881	$131,131.43
1879-1880	113,851.11
Increase	$ 17,280.32

The gross expenditure compared with that of the previous year, was:—

1880-1881	$203,122.88
1879-1880	164,640.55
Increase	$ 38,482.33

The car mileage compared with that of the previous year, was:—

1880-1881	1,122,419 miles.
1879-1880	1,010,483 "
Increase	111,936 "

The engine mileage, compared with that of the previous year, was:—

1880-1881	314,918 miles.
1879-1880	295,190 "
Increase	19,728 "

All necessary repairs have been made to bridges, culverts, station buildings and other works along the line. New freight and passenger stations have been erected at York, Bedford and Bear River. (App. 3, page 58.)

CANADIAN PACIFIC RAILWAY.

LENGTH OF LINE.

Cross Lake to Selkirk	75	miles.
Selkirk to Emerson	86	"
Winnipeg to Portage La Prairie *vid* Stonewall	68	"
Total	229	"

These sections were operated by the Government to the 30th April last.

The earnings for the ten months were	$291,498 06
Expenditure	236,944 98
Excess of earnings over expenditure	$54,553 08

(App. 3, page 78.)

CANALS.

The canal systems of the Dominion, under Government control, are as follows:—

1. The River St Lawrence and Lakes.
2. The River Ottawa.
3. The Rideau Navigation from Ottawa to Kingston.
4. The Trent Navigation.
5. The River Richelieu from the St. Lawrence to Lake Champlain.
6. St. Peter's Canal, Cape Breton, Nova Scotia.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of Canals established on its course above Montreal, and the Lakes of Ontario, Erie, St. Clair, Huron and Superior, provide a system of navigation which extends from the Straits of Belle-Ile to Thunder Bay and Duluth, at the head of Lake Superior, a distance of 2,384 statute miles.

The difference in level between Lake Superior and that point on the St. Lawrence, near to Three Rivers, where tidal influence ceases, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland. Their aggregate length is 70½ miles; total lockage (or height directly overcome by locks) is, 533¼ feet; number of locks, 53.

Communication betwen Lakes Huron and Superior is obtained by means of the Sault St. Marie Canal, situated on the United States side of the Channel.

The canal it is a little over a mile in length, and has one lock 515 feet long, 80 feet wide, with 16 feet of water on the sills.

The rise, or height overcome by the lock is 18 feet.

A statement of distances, and sections of navigable waters, from the Straits of Belle-Ile to Duluth, at the head of Lake Superior, are appended. (App. 11, page 152.)

LACHINE CANAL.

	Old Line.
Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	44¾ feet.
Depth of water on sills { at two locks	16 "
Depth of water on sills { at three locks	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

This canal extends from the City of Montreal to the Village of Lachine, overcoming the St. Louis Rapids, the first series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Ile.

This canal was closed on the 27th November, 1880, and opened on the 1st of May, 1881.

The displacement of the gates of lock No. 2, by the steamer " Bohemian " on the 29th of June, 1880, caused, as was stated in the last report, a delay of five and a half days, four of which were embraced in the fiscal year 1880-81.

No further interruption to traffic occurred during the year.

The work of repairing the damage done by this accident has been duly performed together with all other repairs necessary for the maintenance of the canal in an

efficient condition. The flour sheds and wharves, together with the houses belonging to Government and occupied by the canal staff have been well maintained.

Telephonic communication has been established between the different locks, the Canal Office, and the Superintendent's residence, much facilitating the management of the works. (App. 4, page 94.)

NEW WORKS.

As was stated in last year's report, the scheme of enlargement comprises the following features :—

The construction of five locks between Montreal and Lachine, each 270 feet long and 45 feet wide at the bottom.

The two lower locks at Montreal between the harbour and Wellington Basin, have a depth of 18 feet of water on the sills, and the three, at St. Gabriel, Cote St. Paul and Lachine, a depth of 14 feet.

The new locks are independent structures adjoining the old ones, so that the canal will be navigable, through a double range of locks and double entrances, both at Montreal and Lachine.

Between Montreal Harbour and Wellington Street Bridge, the depth of the canal is 19 feet, and between Wellington Street Bridge and Lachine, 13 feet, provision being made for the future deepening of the prism to 15 feet, without disturbance of the foundations of any permanent structure along the line.

From Wellington Street Bridge upwards to the locks at Côte St. Paul, the mean width of the enlarged prism of the canal is 200 feet, thence to Lachine it is 150 feet wide.

The enlarged locks could be shortly brought into use, as the construction of the gates is well advanced, but until the new entrance at Lachine is completed vessels will have to pass by the old line.

BEAUHARNOIS CANAL.

Length of canal	11¼ statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total, rise or lockage	82½ feet.
Depth of water on sills	9 "
Breadth of canal on bottom	80 "
Breadth of canal at water surface	120 "

This canal commences on the south side of the St. Lawrence, 15¼ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and avoids the three rapids known respectively as the Cascades, the Cedars, and the Coteau.

This canal was closed by ice on the 28th of November 1880, and was reopened for traffic on the 25th of April, 1881.

No interruption to traffic has occurred during the past fiscal year.

The rebuilding of a number of the old gates, the renewing of portions of the houses occupied by the staff, and all the general details connected with the proper care of the canal have been carried out. (App. 4, page 98.)

CORNWALL CANAL.

Length of canal	11½ statute miles.
Number of locks	7
Dimensions of locks	220 feet by 55 feet.
Total rise, or lockage	48 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal there is a navigable stretch through Lake St. Francis of 32¾ miles.

The Cornwall Canal reaches past the Long Sault Rapids.

This canal was closed on the 6th of December 1880, and re-opened on the 26th of April of 1881.

Navigation during the open period of the year has been uninterrupted.

The work executed during the year includes the building of a new bridge over the canal at Cornwall, and ordinary repairs. (App. 4, page 110.)

New Works.

The works of enlargement under contract comprise the construction of :—

1. A new lower entrance channel—300 feet to the south of the existing line.

2. Two enlarged locks, each 270 feet long, 45 feet wide, with 14 feet of water on the sills, and a basin between the locks 825 feet long.

3. Increasing the depth of the reach for a short distance above the second lock to 13 feet.

These works will be ready for use shortly after the opening of navigation in the spring of 1882.

WILLIAMSBURGH CANALS.

The Farran's Point, Rapide Plat and Galops Canals are collectively known as the Williamsburgh Canals.

No interruption to navigation occurred except that resulting from the lowness of the water of the River St. Lawrence in the month of October, 1880, and of May, 1881, which caused some detention. The longest delay experienced, in the five cases reported, was 12 hours.

FARRAN'S POINT CANAL.

Length of canal	¾ mile.
Number of locks	1 "
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	4 "
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal on water surface	90 "

From the head of the Cornwall Canal to the foot of Farran's Point Canal, the distance on the River St. Lawrence is 5 miles. This latter canal enables vessels ascending the river to avoid the Farran's Point Rapid. Descending vessels run the rapids with ease and safety.

The canal was closed on the 11th December 1880, and re-opened on the 27th April 1881.

Portions of the pier and ice breaker at the head of the canal, destroyed by fire, have been rebuilt.

Ordinary repairs have been duly executed. (App. 4, page 111.)

RAPIDE PLAT CANAL.

Length of canal	4 miles.
Number of locks	2 "
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	11½ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal at surface of water	90 "

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10½ miles. This canal was formed to enable ascending vessels to pass the rapid at that place. Descending vessels run the rapid safely.

The Canal was closed on the 11th December 1880, and re-opened on the 27th April 1881.

Repairs have been of a comparatively small and ordinary character.

(App. 4, page 111.)

GALOPS CANAL.

Length of canal	7⅝ miles.
Number of locks	3
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	15¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal at surface of water	90 "

From the head of Rapide Plat Canal to Iroquois at the foot of the Galops Canal, the St. Lawrence is navigable for 4½ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Pointe Cardinal, and the Galops.

The canal was closed on the 11th December 1880, and reopened on th 27th April 1881.

In addition to the ordinary repairs that were needed, a wing wall and some of the stone work at the entrance of Lock No. 27 has been rebuilt during the year.

(App. 4, page 111.)

IMPROVEMENT OF CHANNEL THROUGH THE GALOPS RAPID.

It has been frequently stated by the Engineer of the Department that, during low stages of the River St. Lawrence, the Galops Rapid forms an obstruction to the passage of vessels of even light draught running down the river.

The improvements now under contract comprise the deepening of a channel, by sub-marine blasting, through a number of detached rocky bars and shoals, which are from one to seven feet above the contemplated bottom. The proposed channel will be about five-eighths of a mile in length, about one-half of which has to be more or less deepened. The Channel will be 200 feet in width, the depth being such that, at seasons when there is a depth of 9 feet of water on the sills of the guard lock of the canal, there may be a depth of 16 feet in the channel through the rapids. (In two places, where the water is most rapid and turbulent, this depth will be increased to 17 feet).

WELLAND CANAL

MAIN LINE, FROM PORT DALHOUSIE, LAKE ONTARIO, TO PORT COLBORNE, LAKE ERIE.

	Old Line.	Enlarged or New Line.
Length of canal	27⅛ miles.	26¾ miles.
Pairs of guard gates. (formerly 3).	2	2
Number of locks { lift	26	lift 25
Number of locks { tidal	1	tidal 1
Dimensions	2 locks 200 x 45 1 (tidal) 230 x 45 24 150 x 26½	270 feet x 45 feet.
Total rise, or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10½ "	12 "

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to River Welland	2,622 feet.
" From the Canal at Welland to the River, *vid* lock at Aqueduct	300 "
" Chippawa Cut to River Niagara	1,020 "
Number of locks—One at Aqueduct, and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the Canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2

Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of lock	185 by 45 feet.
Total rise of lockage	7½ feet.
Depth of water on sills	11 "

The canal was closed on the 30th November 1880, and re-opened from Port Dalhousie to Port Maitland *vid* the Feeder on the 29th April 1881, and by the direct line to Port Colborne, on the 2nd May. There was no interruption to navigation during the season.

The water from the Grand River, by way of the feeder, was used to supply the canal until about the middle of June, when the necessary arrangements were made to introduce the water supply from Lake Erie.

An unusually large amount of work has been done during the year in the way of repair to old structures and renewal of others. (App. 4, page 113.)

The Welland Canal has one entrance from Lake Ontario at Port Dalhousie, two from Lake Erie, one for the main line at Port Colborne, and one for the feeder route at Port Maitland; it has also an entrance from the River Niagara at the Town of Chippewa.

From Port Dalhousie to Allanburgh, 11¾ miles; there are now two distinct lines of canal in operation, the Old line, and the enlarged or New line.

From Allanburgh to Port Colborne, a distance of 14 miles, the canal has only one channel.

On the 15th September 1881, the new line of the Welland Canal, though not absolutely completed, was so far finished as to admit of its being opened for the passage of vessels larger than those which the old canal could accommodate.

BRIEF REVIEW OF THE HISTORY OF WELLAND CANAL SINCE ITS INCEPTION.

In January 1824, a charter was granted to the Welland Canal Company, and power given to construct a line of water communication between Lakes Erie and Ontario.

The scheme formed by the Company, was, at that time, limited to the construction of a canal 4 feet deep, 7 feet wide at bottom, and 19 feet wide at the water surface, to accommodate vessels not exceeding 40 tons burthen.

As the work progressed its national importance became more apparent, and additional powers were conferred upon the Company. Their capital was increased and loans were granted them.

In November 1829, the work, on a scale larger than contemplated in the original design, was so far completed, that two vessels, (one of 85 tons) were taken from Lake Ontario to Port Robinson, thence by a descent of 15½ feet through two locks, to the Chippewa or Welland River, by which they were borne to Chippewa and fairly launched on the River Niagara at a point less than 2 miles above the Falls.

The water supply for this canal was obtained from the Grand River, by a feeder 27 miles long, 20 feet broad at the bottom, 40 feet at the surface and 5 feet deep; the river being dammed up at Dunnville to give the necessary height.

The rapid current of the Niagara was found to be a grave objection to the permanent adoption of this line, and measures were soon taken to extend the canal from Port Robinson direct to Gravelly Bay, (Port Colborne) Lake Erie.

In 1833, this extension to Port Colborne was completed and opened to traffic.

The dimensions of the work were small and its accommodation limited. The locks (40) in number, built of wood, were only 100 feet long by 22 feet wide, and the navigation limited to vessels drawing 7½ feet of water.

The enterprise, though liberally aided by grants of land and loans from the Imperial and Provincial Governments, and by investments of Provincial funds in the stock of the Company, proved too heavy a burden for its means, and the Government by an Act passed at the time of the Union in 1841, relieved the Company of its responsibility and assumed the charge of the canal.

Works of enlargement and general improvements were then so vigorously prosecuted by the Government that, by the close of the year 1844, the canal bed, from Port Dalhousie to the Feeder, and from the mouth of the Feeder to Dunnville —had been enlarged. A branch from the Feeder to Port Maitland on Lake Erie had been constructed, and the feeder thereby made available for the passage of vessels to Lake Erie. The locks reduced in number from 40 to 27, were built of cut stone and increased in size, the smallest being 150 feet long by 26½ feet wide, with 9 feet of water on the sills, and the bed of the main line widened to 26 feet at the bottom.

These improvements fully doubled the capacity of the prism and locks of the orig inal design.

Between 1853 and 1855, the lock walls were raised and the channel of the summit level was deepened throughout to 10 feet, and the width at the summit level was increased to 50 feet at bottom.

The weak point in the system was its water supply. Owing to the summit level being 8 feet above Lake Erie level, the Grand River Feeder was of necessity drawn on to supply the demands of navigation both to Port Colborne on the one side, and to Port Dalhousie on the other.

To meet such demand the supply from the Grand River was insufficient, and the summit reach of the canal had to be lowered to the level of Lake Erie.

The deepening of this reach although commenced in 1846 and continued at intervals was not completed and brought into use before the present year 1881.

The rapid development of the lake trade gave rise to further demands for enlargement, and in November, 1870, a special commission was appointed to report on the whole question of inland lake navigation.

In 1871, the commission reported, and recommended that a uniform size of lock and canal should be adopted on the line of water communication between Lake Superior and Montreal, the dimensions of the locks to be 270 feet long, 45 feet wide, with 12 feet of water on the sills—and the canals to be at least 100 feet wide at bottom.

In determining the line of the enlarged Welland canal it was found advantageons to adopt an altogether new location from Port Dalhousie to Allanburgh.

From Allanburgh to Port Colborne the old channel has been retained but enlarged to a bottom width of 100 feet, or a mean width of 126 feet.

The scale of enlargement at first undertaken was for a draught of 12 feet water, but in 1875 it was decided that arrangements should be made, for the foundations of all permanent structures on those parts of the canal not then under contract, to adapt them for a 14 feet navigation.

Four lines of railway intersect this canal:

1. The Grand Trunk crosses it by means of a swing bridge situated a short distance below the locks at Port Colborne.

2. The Canada Southern also crosses it on a swing bridge situated about a quarter of a mile to the north of where the feeder connects with the main line.

3. The Great Western crosses it at two places—one of which is about midway between the junction and what is known as Ramey's bend, and the other is over the

old canal at Merritton, and about a mile and a-half to the eastward of the latter place the Great Western passes under the new canal through a tunnel formed for the purpose of obviating the necessity of constructing a swing bridge where the railway is on a grade of 38 feet to the mile.

4. The Welland railway crosses the new line of canal north of the City of St. Catharines, and again south of the Town of Thorold. There are also eighteen road bridges over the new and enlarged line of canal between Ports Dalhousie and Colborne.

As stated in the report of last year, the works connected with construction of an aqueduct over the Chippawa River at the Town of Welland, and other works embraced in section No. 27 of the enlargement, were given up by the contractors, and after the necessary examinations and arrangements were made and the original contractors settled with the contract for the completion of all the works on this section was relet. The above mentioned section and the rock cutting between Humberstone and Port Colborne known as section No. 34 are the principal works that remain to be completed.

The canal will be opened in the spring of 1882 for a 12 feet navigation throughout, and now that Lake Erie furnishes the supply no deficiency of water need be anticipated.

BURLINGTON BAY CANAL.

Length of canal	½ mile.
Average breadth between piers	138 feet.
Least do	108 "

This canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable without locks for vessels drawing ten feet of water. It gives access to the Port of Hamilton, and to the Town of Dundas, *viâ* the Desjardins Canal.

The canal was closed on the 9th of December, 1880, and re-opened on the 18th of April, 1881.

No interruption to the passage of vessels occurred during the year.

The reconstruction of the piers on both sides of the canal, under contract, is making satisfactory progress.

Repairs have been slight in character. (App. 4, page 124.)

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the Harbour of Montreal to the Port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa and the Ottawa Canals, to the City of Ottawa, thence, by the River Rideau and the Rideau Canal, to Kingston on Lake Ontario—a total distance of 246¼ miles.

After leaving the Lachine Canal, the works constructed to overcome the difficulties of navigation are:—

The St. Anne's Lock;

Carillon Canal;

Chute à Blondeau Canal;

Grenville Canal;

Rideau Canal;

The total lockage (not including that of the Lachine Canal,) is 533½ feet—(356½ rise, 177 fall)—and the number of locks 59.

The following table exhibits the intermediate distances from Montreal Harbour:—

Sections of Navigation.	Intermediate distance.	Total distance from Montreal.
The Lachine Canal	8½	.....
From Lachine to St. Anne's Lock	15	23½
St. Anne's Lock and Piers	⅛	23⅝
From St. Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	2⅛	52¾
From Carillon Canal to Chute à Blondeau	4	56¾
Chute à Blondeau Canal	⅛	56⅞
From Chute à Blondeau Canal to Grenville Canal	1⅛	58¼
The Grenville Canal	5¾	64
From the Grenville Canal to entrance Rideau Navigation	56	120
Rideau Navigation, ending at Kingston	126¼	246¼

ST. ANNE'S LOCK.

Length of canal	⅛ mile.
Number of locks	1
Dimensions of locks	190 feet by 45 feet.
Total rise, or lockage	3 "
Depth of water on sills	6 feet at low water. 7 feet at ordinary high water.

This work, with guide piers above and below, surmounts the St. Anne's Rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal Harbour.

This lock was closed to navigation on the 24th of November 1880, and opened on the 18th April 1881.

No interruption to navigation has occurred during the year.

Repairs have been made wherever needed. (App. 4, page 109.)

NEW WORKS IN PROGRESS.

These works embrace the construction of a lock, 200 feet long between the gates 45 feet wide at bottom, with a depth of 9 feet of water on the sills; also the formation of channels of approach, 100 feet in width at the bottom, increasing to 150 feet at the upper entrance, and of such depth as to give 10 feet of water at the lowest known level of the river.

The works are in progress, the excavation of the lock pit and canal, is well advanced, and other works are being proceeded with.

THE CARILLON CANAL.

Length of canal.....	2⅛ miles.	
Number of locks.....	3 (two ascending—one descending.)	
Dimensions of locks:—Lift		
Lock, No. 1.....	128 feet x 32½ feet.	
Lift Lock, No. 2.....	126½ " x 32½ "	
Guard Lock, No. 3.....	126½ " x 32¼ "	
Total lockage.....	34¾ feet.	21¾ upwards. 13 downwards.
Depth of water on sills.....	6 "	
Breadth of canal at bottom.....	30 "	
Breadth of canal at water surface...	50 "	

This canal overcomes the Carillon Rapids.

From St. Anne's Lock to the foot of the Carillon Canal, there is a navigable stretch of twenty-seven miles, though the Lake of Two Mountains and the River Ottawa.

The canal was closed on the 23rd of November 1880, and re-opened on the 29th of April 1881.

The worn out condition of the locks on this canal has necessitated a considerable amount of repair during the year.

Portions of the canal which had become silted up were cleaned out prior to the opening of navigation, and the works have been generally maintained in a serviceable condition. (App. 4, page 109.)

NEW WORKS.

The new works consist of a dam across the River Ottawa $\frac{3}{4}$ of a mile above the village of Carillon, also a canal of $\frac{3}{4}$ of a mile long with two locks 200 feet by 45 feet, with 9 feet of water on the sills.

The construction of the dam has been completed and the gates of the dam were closed on the 9th of November.

The masonry of the upper lock and reach below it is completed, and that of the outlet lock well advanced. There is therefore every reason to believe that the works will be open for navigation in the spring of 1882.

CHUTE A BLONDEAU CANAL.

Length of canal	$\frac{1}{8}$ of a mile.
Number of locks	1
Dimensions of lock	130$\frac{5}{8}$ feet x 32$\frac{5}{8}$ feet at upper end and 36$\frac{1}{3}$ feet at lower end.
Total rise, or lockage	3$\frac{3}{4}$ feet.
Depth of water on sills	6 "
Breadth of canal at water surface	30 "
Breadth of canal at bottom	30 "

Between the Carillon and Chute à Blondeau Canal there is a navigable stretch of four miles. The canal is cut through solid rock, and has only one lock. It is only used by vessels going up the river; all down vessels run the rapids.

Closed on the 23rd of November, 1880, re-opened on the 29th April 1881.

By the construction of the Carillon dam, all occasion for this work has been removed, and it will cease to exist as part of the Ottawa Canal system. (App. 4, page 109.)

GRENVILLE CANAL.

Length of canal			5¾ miles.
Number of locks			7
Dimensions of locks—Lift Lock No. 5	Combined	130⅔ feet	x 32⅙ feet.
" 6	"	128⅓ "	x 32⅓ "
" 7	"	128⅓ "	x 31⅚ "
" 8	"	128 "	x 32⅙ "
Locks Nos. 9 and 10, and Guard Lock No. 11		200 "	x 45 "
Total rise, or lockage		45¾ "	
Depth of water on sills		6 "	
Depth of water on sills of Locks Nos. 9, 10 and 11		9 "	
Breadth of canal at bottom		40 to 50 feet.	
Breadth of canal at surface of water		50 to 80 "	

From the head of the Chute à Blondeau Canal to the foot of the Grenville Canal there is a navigable stretch of 1⅜ miles.

This canal is about 56 miles below the City of Ottawa; the Long-Sault Rapids being thereby avoided.

The canal was closed on the 23rd of November 1880, and re-opened on the 2nd of May 1881.

The repairs necessary to maintain the old locks in a condition fit for service have been considerable. (App. 4, page 109.)

New Works.

The works for the enlargement of the canal, commenced in 1871, comprise the construction of locks 200 feet long and 45 feet wide, with 9 feet of water on the sills; the main channel having a depth of 10 feet and a mean width at bottom, of 40 feet, varying at the surface from 50 to 80 feet, with crossing basins constructed at approximate intervals of half a mile.

The work has been divided into two portions, the eastern and the western.

The eastern end, at Greece's Point, comprising the construction of two locks about a quarter of a mile apart and the excavation of the intervening space, was placed in the hands of Messrs. Heney, Stewart & Co., by a contract dated the 20th of July 1880, completion being required by the 1st of May 1882.

The contractors during the year, performed some work, chiefly in the way of excavation and the provision of stone and other material, but it becoming evident, from the unsatisfactory progress made that a very serious delay would occur in the completion of this important part of the Ottawa River system,—the contractors

further, representing themselves as unable any longer to continue operations,—the works were taken out of their hands under the authority of an Order in Council of the 1st November 1881.

On the western portion of the new works with the exception of the excavation of the entrance reach to a width of 100 feet, to afford the passing accommodation urgently called for by the carrying trade, the whole of the works have been completed.

UPPER OTTAWA RIVER.

CULBUTE LOCKS AND DAMS.

Number of locks	2
Dimension of locks	200 x 45
" "	200 x 45
Total rise, or lockage	18 to 20 feet.
Depth of water on sills	6 feet.
Aggregate length of dams	625 feet.

From the Grenville canal, up the River Ottawa to the city of Ottawa, a distance of about 56 miles, there is a fair course of navigation. Beyond the city for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable by the following mentioned rapids:—The Chaudière; the Duchêne; the Chats; the Chenaux (or "the Snows"); the Portage du Fort; and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet rapids on the north channel of the Ottawa.

These works comprise two locks and three continuous dams, all built of wood. The dams reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachims, a distance of 37 miles.

Pending the completion of the works now under construction, there is no navigation at this point. (App. 4, page 110.)

New Works.

In order to render the river navigable below the locks, as far as Bryson, it is necessary to remove part of three shoals and to build two submerged dams.

Of the shoals, the first, 1,000 feet below the locks, is 160 feet in length and composed of gravel; the second, one mile lower down, is 450 feet long and composed of mud and sand; the third, just above Chapeau Bridge, six miles below the locks, is 50 feet in length and formed of gravel. An average depth of 2½ feet has to be removed from these shoals.

The dams are to be built, one on the Flat rapids in the Rocher Fendu or main channel, 24 miles below the locks, and the other at a reef above Grand Calumet Falls, 43 miles below the locks. These dams have an aggregate length of about 500 feet and an average height of five feet.

When the shoals are lowered and the dams built, a navigable reach of 80 miles, with a minimum depth of 7 feet at extreme low water, will be opened between Bryson and Des Joachim.

The work was placed in the hands of Messrs. Poupore & Charleton, on the 3rd of August, 1881. The excavation of the shoals at Culbute is now completed, and the building of the dams is in progress. The contractors undertake to have all the works finished by the middle of April 1882.

RIDEAU CANAL.

The Rideau system connects the River Ottawa at the City of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigable waters	126¼ miles.
Number of locks going from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage.....446¼	282¼ rise, and 164 fall. at high water.
Dimensions of locks	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several reaches	4½ feet.
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.
" at surface of water	80 feet in earth.

For table of distances of Stations between Ottawa and Kingston see (App. 10, page 167.)

The summit level of this system is at the Upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply.

From the summit, the route towards Ottawa follows the River Rideau, and that towards Kingston follows the River Cataraqui. The whole duty of keeping up the water to its proper level is effected by the reserves, given in detail below.

They may be divided into three systems, viz :

1. The summit level, supplied by the Lake Wolf system. 2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into the Lake Rideau. 3. The south-west descending level to Kingston, supplied by the Mud Lake system, formerly known as the Devil Lake system, discharging into Lake Openacon.

Lake Openacon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro, flow into Cranberry Lake, which discharging through Round Tail outlet, forms the River Cataraqui ; this river, rendered navigable by dams at various points, affords a course of navigation to Kingston.

The navigation stopped at Kingston Mills on the 17th of November 1880, and recommenced on the 2nd of May 1881.

At Ottawa navigation stopped the 24th of November 1880, and recommenced on the 2nd of May 1881.

During the fall of 1880, owing to dry weather, increase of lockages and the want of sufficient resources, the water level both at the summit and on the descending reaches towards Ottawa and Kingston, fell below navigation height, necessitating the lightening of vessels in order to enable them to use the canal up to the close of the season. The water supply during the season of 1881, has been sufficient on all the reaches.

The repairs executed during the fiscal year, have been of no great importance, a more considerable expenditure in this direction will, however, shortly be required. (App. 4, page 125.)

BRANCH LINE OF NAVIGATION TO THE TOWN OF PERTH.

A survey of the River Tay. from its junction with the Rideau River to the Town of Perth, has been commenced to determine the best mode by which navigation can be opened up to the Town of Perth.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu through the St. Ours' Lock to the Basin of Chambly, thence by the Chambly Canal to St. John's and the River Richelieu to Lake Champlain. The distance from Sorel to the Boundary Line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and connection obtained with the River Hudson, by which the City of New York is directly reached. From the Boundary Line to New York the distance is 330 miles.

The following table shows the distance between Sorel and New York:

Sections of Navigation.	Intermediate distance in Miles.	Total distance.
Sorel to St. Ours' Lock		14
St. Ours' Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to Boundary Line	23	81
Boundary Line to Champlain Canal	111	192
Champlain Canal to Junction with Erie Canal	66	258
Erie Canal from Junction to Albany	7	265
Albany to New York	146	411

ST. OURS, LOCK AND DAM.

Length of canal	⅛ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise, or lockage	5 feet.
Depth of water on sills	7 feet at low water.
Length of dam in Eastern Channel	300 feet.
" " Western Channel	600 feet.

At St. Ours', fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock, is in the eastern channel.

There is a navigable depth of 7 feet between St. Ours Lock, and Chambly Basin, a distance of thirty-two miles.

The lock was closed on the 22nd November, 1880 and opened on the 11th April 1881.

No interruption to navigation has occurred during the past fiscal year.

The ordinary repairs have been executed. (App. 4, page 102.)

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard Lock, No. 1, at St. John's	122 feet by	23½ feet.
Lift " " 2,	124 "	23 7/12 "
" " " 3, 4, 5, 6	118 "	23 to 23 7/12 feet.
" " " 7, 8, 9 combined	125 "	23½ feet.
Total rise, or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
" " surface of water	60 "	

Succeeding the thirty-two miles of navigable water between St. Ours' Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu —is the Chambly Canal, which overcomes the rapids between Chambly and St. John's, a distance of 12 miles.

This canal was closed to navigation on the 25th November 1880, and was re-opened on the 2nd of May 1881.

In addition to the ordinary canal repairs, portions of the walls of certain locks, being in urgent need of more than ordinary repair, have been taken down and rebuilt, and the masonry of all the locks has received careful attention together with the gates of the respective locks.

The canal is being widened in places where the channel is narrow. The steam dredge has been employed on this work. At the close of the fiscal year the dredge had made a cut of 20 feet wide for about a mile in length giving eight feet draught of water on the west side of the canal. (App. 4, page 100.)

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	about 2,400 feet.
Breadth at water line	55 feet.
Lock	One tidal lock, 4 pair of gates.
Dimensions	48 by 200 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's Bay	4 feet.

This canal connects St. Peter's Bay, on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half-a-mile in width, and gives access from the Atlantic.

The works were so far completed in October 1880, as to admit of the canal being then used for traffic purposes. They were brought to a conclusion in December.

Navigation was closed on the 26th of December 1880, and was re-opened on the 23rd of April 1881. (App. 4, page 132.)

TRENT RIVER NAVIGATION.

The term "Trent River Navigation" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

This series is composed of a chain of lakes and rivers extending from Trenton at the mouth of the Trent on the Bay of Quinté, Lake Ontario to Lake Huron.

The course in contemplation was as follows :—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to the Lake Balsam, the summit water, about 166 miles from Trenton. From the Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence, by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation and for the passage of timber. A branch of the main course, extending from Sturgeon Lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton. Of this distance, 155 miles are navigable for vessels of light draught.

The following table gives the distance of navigable and unnavigable reaches :

	Navigable.	Unnavigable.
From Trenton, Bay of Quinte, to Nine Mile Rapids..		9
" Nine Mile Rapids to Percy Landing.....	19½	
" Percy Landing to Heeley's Falls Dam.....		14¼
" Heeley's Falls Dam to Peterboro'.....	51¾	
" Peterboro' to Lakefield.....		9½
" Lakefield to Burleigh.....	12	
" Burleigh Rapids		1
" Burleigh Rapids to Buckhorn Rapids.....	7	
" Buckhorn Rapids.....		1
" Buckhorn Dam to Lindsay.....	36¼	
	126½	34¾
" Lindsay to Port Perry at the head of Lake Scugog	28¾	
	155¼	34¾

Total distance Bay of Quinte to Port Perry .. .. 190 miles.
Passing to Fenelon Falls the distance from Buckhorn Dam to Fenelon is..... 31½ "

The following is a list of the works:—

	Distance from Trenton in miles.
Chisholm's Rapids.	
The works here consist of a canal and lock, a dam and slide...	15½
Percy Landing.	
A retaining boom for saw logs here.....	28½
Campbellford.	
Guide booms.....	34¾
Middle Falls.	
The work consisted of 4 dams and 2 slides.....	37¾
Crow Bay.	
A retaining boom.....	38
Heeley's Fall.	
A dam and slide are in operation here.....	42¾
Crook's Rapids, Hastings.	
The works consist of 1 lock, 1 dam and slide for timber.....	34⅝
Whitlas's Rapids.	
The works situated below Peterboro consist of a lock, dam and canal.....	92⅞
Little Lake.	
These works consist of three piers and 1 boom.....	94
Burleigh.	
Timber slides.	
Buckhorn Rapids.	
This dam is important in keeping to a high level the water of the lakes west of it as far as Bobcaygeon, including Lakes Pigeon, Ball, Buckhorn and Chemong. The dam is effective.....	125
Bobcaygeon.	
There are two dams here with canal, lock and slide. These dams retain the waters of the reach as far as Fenelon Falls and Lindsay Lock.....	140¾
Fenelon Falls.	
A large slide and booms.....	155¾

Lindsay.

	Distance from Trenton in miles.
The old lock, having become useless, was rebuilt by the Government of the Province of Ontario in 1879. Its dimensions are 134 x 34 feet with 5 feet water on the sills. The navigation is, by this work, extended to Port Perry, Lake Scugog.....	161¾

The dimensions of the Dominion locks are 133 feet 6 inches x 33 feet with 5 feet depth of water on the sills.

In 1855 portions of the above named works were transferred to a committee of gentlemen connected with the lumber trade. The Committee was authorized to collect tolls on timber passing through. The works so transferred, at this date, are the slides and booms at Chisholm's Rapids, the retaining boom at Myersburgh, the guide boom at Campbellford, the dams and slide booms at Middle Falls, the retaining booms at Crow Bay and the slide at Heeley's Falls.

These works are kept in repair by the Committee.

The Lindsay lock was constructed by, and is under the control of, the Province of Ontario.

Navigation ceased on the 10th November 1880 and recommenced on the 26th April 1881.

No accident occurred during the year, and except at Hastings Station where repairs were urgently needed, navigation was uninterrupted.

All necessary repairs were duly executed. (App. 4, page 127.)

Survey for a through line of Navigation.

Under an appropriation voted at the last session of Parliament, a further survey and examination of the rivers and lakes lying between the Bay of Quinte and Georgian Bay, has been undertaken on certain proposed new lines of connection between lakes and navigable reaches of rivers, which are alleged to offer advantages over the line embraced in the scheme of 1837.

MURRAY CANAL.

The construction of a canal from the head of the Bay of Quinte, westward into Lake Ontario, having been authorized by Parliament, the location of the work is now in progress, and so soon as it is effected, the work of construction will be undertaken and pushed to completion without delay.

Respectfully submitted,

CHARLES TUPPER,

Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS,
31st December, 1881.

DOMINION OF CANADA.

ANNUAL REPORT

OF THE

MINISTER OF RAILWAYS AND CANALS

FOR THE

FISCAL YEAR 1st JULY, 1880, TO 30th JUNE, 1881.

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APPENDIX No. 1.

STATEMENT showing the amount Expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ending 30th June, 1881.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
CANALS.	$ cts.	$ cts.	$ cts.
Lachine	292,165 51	19,888 33	39,027 99
Beauharnois	.....	10,770 67	17,659 93
Cornwall	53,948 14	5,524 10	15,173 60
Williamsburgh	.....	5,020 73	7,572 35
St. Lawrence	6,927 96	.....	.....
Welland	1,242,943 37	69,249 53	56,398 04
do rebuilding Dunnville Bridge	.....	6,593 19	.....
Burlington Bay	.....	15,967 60	.....
St. Anne's	69,042 76	3,257 92	2,553 02
Carillon	191,326 56	8,076 91	13,059 18
Grenville	145,380 97	.....	.....
Culbute	4,721 62	.....	962 85
Rideau	133 50	8,627 00	26,024 71
Trent	.....	2,233 50	2,489 93
St. Ours	.....	1,299 77	1,741 97
Chambly	.....	20,705 17	13,950 47
St. Peter's	69,434 76	.....	959 58
Baie Verte	520 00	.....	.....
Miscellaneous	1,136 84	.....	.....
do Surveys	560 24	.....	.....
Red River Route	641 33	.....	.....
Arbitrations	.....	.....	5,535 22
Total on Canals	2,078,883 56	177,214 42	203,108 84
RAILWAYS.			
Pacific	4,968,503 93	.....	236,944 98
Intercolonial	608,732 80	.....	1,759,851 27
Windsor Branch	.....	.....	20,502 26
Prince Edward Island	.....	.....	203,122 28
Total on Railways	5,577,236 73	.....	2,220,420 79
Grand Total	7,656,120 29	177,214 42	2,423,529 63

Total amount expended $10,256,864 34

J. BAINE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, December, 1881.

APPENDIX No. 2.

CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 1st November, 1881.

SIR,—I have the honor to submit my report upon the progress made with the works of construction, the surveys, etc., in connection with the Canadian Pacific Railway, during the fiscal year ended 30th June, 1881, and up to date.

GENERAL REMARKS.

In October, 1880, a contract (which was subsequently ratified by Parliament) was made with a company, to construct the following sections of the Canadian Pacific Railway:—

From Callandar Station to Prince Arthur's Landing, a distance of about	650	miles.
From Red River to Kamloops, a distance of about	1,350	"
Total to be constructed by the Company	2,000	"

The Government undertaking to build the remaining sections, viz:—

From Prince Arthur's Landing to Red River, a distance of about	412	miles.
From Kamloops to Port Moody, a distance of about	217	"
Total to be constructed by the Government	629	"
Which with the Pembina Branch in length about	86	"
Makes a total of	2,715	"

to be owned and operated by the company upon the terms and conditions of the contract being fulfilled.

As soon as arrangements could be made after the ratification of the contract by Parliament, the sections of road being operated by the Government were, on the 1st May, 1881, transferred to the Canadian Pacific Railway Company to work.

These sections were as follows:—

The Pembina Branch in length about	86	miles.
From Red River to Cross Lake "	76	"
Making a total of	162	"

The works of construction being prosecuted by the Government on the west side of Red River, were also transferred to the company under the terms of the contract.

WORKS OF CONSTRUCTION.

Prince Arthur's Landing, to Fort William, 6 miles.

This section of road was formerly known as the Prince Arthur's Landing and Kaministiquia Railway, and was constructed and owned by a company from whom

it was purchased by the Government for the sum of $14,000, exclusive of the rails. It has since been laid with steel rails and put in good running order.

Fort William to English River, 112 *miles. Contract No.* 25. *Messrs. Purcell and Ryan, Contractors.*

The work upon this contract has been completed and the contractors settled with, but owing to the lengthened period which has elapsed since some of the small structures were erected and the sleepers cut, they have become so rotten as to require renewing, in order to keep the track in safe condition for the passage of trains. It will also be necessary in order to give free vent to the drainage, to clear the slurry out of the cuttings and ditches. These works, as well as some fencing, which it is essential should be erected through settled portions of the line, I recommend should be undertaken as soon as the weather permits.

English River to Eagle River, 114 *miles. Contract No.* 41. *Messrs. Purcell, & Co., Contractors.*

The terms of this contract require that the grading and track-laying be completed, and in safe condition for the passage of trains, by the 1st July, 1882, and that the section be fully completed by the 1st July, 1883. Should the above, however, be accomplished a year earlier than the dates named, the contract provides for an addition to the rates in the schedule of prices attached thereto.

I am pleased to be able to state that the contractors have prosecuted the work with vigour, and although they had not the track laid over the whole section by the 1st July last, they accomplished this work a very short time thereafter, viz: on the 25th August, thus giving rail communication from Prince-Arthur's-Landing to Eagle River, (the east end of Contract 42), a distance of about 232 miles. Although much remains to be done, in making up embankments, trimming cutting, erecting structures and ballasting, yet if the work is prosecuted vigorously during next season, I can see no reason why the contract should not be fully completed by August or September, 1882.

The object in having the track laid over Contract 41, in safe condition for the passage of trains by the 1st July, 1881, was to facilitate the prosecution of the works upon the adjoining Contract No. 42 by enabling the contractors for that section to transport rails, &c., from Prince-Arthur's-Landing to the easterly end of their work, and to proceed with the track-laying there, as well as at the west end.

The work of grading, &c., was not, however, sufficiently advanced on the easterly end of Contract 42, to enable the contractors for that section to proceed with the work of track-laying by the 1st July, 1881, or indeed until some time after the 25th August. It appeared to me, therefore, that the contractors for Section 41, had accomplished the desired object and inasmuch as I believed they had made great efforts at considerable expense, to complete the track-laying by the earlier date named in the contract, and had succeeded in doing so a few weeks thereafter, I recommended that it should be accepted as a due fulfilment of that portion of their contract.

Haggas Water Supply System, Contract No. 74. *William Gooderham, Contractor.*

In my report of last year, I stated that a contract had been entered into for the introduction of the Haggas Water System, on the first 140 miles of road, west of Fort William; this work has now been completed. Instructions were given to extend the system over a further distance of 100 miles and the work is far advanced. When complete the Haggas System will be in operation over 240 miles of the road. The contractors for the ballasting on Section 41, state that the system works well and has given good satisfaction.

Eagle River to Keewatin, 67 miles. Contract No. 42. Messrs. Manning, McDonald, McLaren & Co., Contractors.

According to the terms of this Contract No. 42, the track is to be laid throughout for the safe passage of trains, by the 1st July, 1882, and the whole work completed by the 1st July, 1883.

During the summer and autumn of 1880, sufficient energy, in prosecuting the work, was not being displayed to ensure the track being laid by the time specified, and the contractors were from time to time urged to exercise greater vigour. As the winter approached, much more energy was shewn and since, a very large amount of work of various classes has been executed, so that I now have great hopes that rail connection will be made between Prince Arthur's Landing and Winnipeg by September next. With this object in view, the contractors are now engaged in laying track eastward, from the west end of the section and the grading being sufficiently advanced on the east end, they are making preparations to carry on this work from that point westward, and now have a train on the road, transporting rails &c., from Prince Arthur's Landing for this purpose.

After the track is laid throughout, there will still remain a very large quantity of earthwork and ballasting to be done, which even if great energy is displayed, will take more than a year to accomplish. The prosecution of this work, however, need not materially interfere with the passage of through trains.

As material for filling many of the heavy embankments is not to be had in the immediate neighborhood, the contractors have erected substantial temporary trestles in order to make up the permanent embankments by means of engines and cars.

Keewatin to Selkirk, 113 miles. Contract No. 15. Joseph Whitehead, Contractor.

The work on the portion of this section, between Keewatin and Cross Lake, has been prosecuted with vigour during the past season, and is now completed and in fine running order. This work would have been finished much earlier in the season, had not several of the embankments broken through the original surface and settled many feet, entailing very much additional labour and expense. It is believed, however, that the embankments referred to have found bottom and are now solid and substantial.

Between Cross Lake and Selkirk, there yet remains a quantity of ballasting to be done.

In order to facilitate the works of construction west of Red River, it became necessary to transfer this section to the Canadian Pacific Railway Company to operate, and it being considered desirable that they should have full control of all trains running over it, an arrangement was entered into with them, to complete the ballasting, giving Contract 15 credit for the work at contract prices and debiting it with the cost of the work. The Company have commenced the work under this arrangement, but it will not be completed this season.

The entire length of this contract is now in condition to be placed under traffic.

St. Boniface to Emerson, 63 miles. Contract No. 33. Messrs. Kavanagh, Murphy & Upper, Contractors.

The work to be executed under this contract has been completed, and the road has been transferred to the Canadian Pacific Railway to operate.

Before this branch was ballasted it was opened for traffic, and a heavy business passed over it for many months, which, owing to the wetness of the season and the peculiar sticky glutinous nature of the soil, caused the rails and sleepers to be driven into the mud and rendered the road almost impassable. The work of ballasting and lifting the track was consequently very heavy, tedious and costly of execution.

Iron Bridges. Contracts Nos. 71 and 73. Toronto Bridge Company, Contractors.

The two 200 feet iron bridges to span the Winnipeg River, were to have been erected in October 1880, but owing to a difficulty which arose in having them transported over the Northern Pacific Railway, they did not reach the sites until the the following December. The first crossing to be bridged was a difficult job, and the builders considered it prudent to post pone its erection until spring. An unwarrantable delay then arose, on the Contractors' behalf, in commencing the erection of these bridges, and no work was done until July. The two bridges were not finished until September, 1881.

Of the three iron bridges for the Pembina Branch, that over the Rousseau River has been erected during the past summer, and is a good substantial structure. The iron for the other two bridges has been delivered in Winnipeg and is ready for erection.

Barbed Wire Fencing. Contract No. 77. Messrs. Stubbs & Co., Contractors.

The work covered by this contract was 200 miles of single fence. None of the fencing had been erected upon the opening of last spring, but a large quantity of wire and cedar posts had been delivered during the winter within the railway limits. In April last, the Contractors were directed to take their instructions, as to where to build the fence, &c., from Mr. Stickney, the Canadian Pacific Railway Company's Superintendent.

The work has been proceeded with under his instructions, and a good substantial fence erected.

Contract No. 78. Messrs. Skead and Haycock, Contractors.

A further length of 200 miles of single fence was included in this contract.

During the winter a quantity of wire was delivered and some cedar posts cut. These contractors were also directed, in April, to take their instructions, as to where to build the fence, &c., from Mr. Stickney. Up to this time, however, they have not commenced the work of erection, and the working season now having closed, nothing further will be done this year.

The first 100 miles west of Red River. Contract No. 48. John Ryan, Contractor.

The work on this section of road was carried on by the Government up to the 1st May 1881, at which date it was transferred to the Canadian Pacific Railway Company. Owing to the wetness of the season, large stretches of the prairie being submerged, the works were prosecuted with great difficulty.

The expenditure on this work will form a charge against the Canadian Pacific Railway Company.

The second 100 miles west of Red River. Contract No. 66. Messrs. Bowie & McNaughton, Contractors.

This contract having been cancelled, no work has been executed since the date of my last report.

Emory's Bar to Savona's Ferry, 127 miles. Contracts Nos. 60, 61, 62 & 63. D. O. Mills, Contractor.

Contract No. 60.—The work on this contract is very heavy, being composed chiefly of rock excavation, tunnelling, bridging, retaining wall, &c. Good progress has been made, a number of the tunnels having been completed, the rock excavation far advanced, many of the bridges erected and the track laid, ballasted, and in good running condition for a distance of 10 miles from Emory's Bar easterly.

has been made, a number of the tunnels having been completed, the rock excavation far advanced, many of the bridges erected and the track laid, ballasted, and in good running condition for a distance of 10 miles from Emory's Bar easterly.

It is expected that the track will be laid over the whole of this contract not later than this time next year.

Contract No. 61.—The work of construction on this section has been commenced, but little work done. The season has been occupied by the Engineering staff in improving the location and preparing the necessary plans for a vigorous prosecution of the work next summer.

Contract No. 62.—The work on this section is composed chiefly of earthwork and cemented gravel (hardpan), the structure being for the most part small and the rockwork comparatively light.

Satisfactory progress has been made with the grading, which it is expected will be completed next season. The material for the structures will have to be brought forward by train and their erection will consequently be delayed until the track is laid over contracts 60 and 61.

Contract No. 63.—Very little work has been executed on this section, it being so far distant from the source of labor and the work being of such a character that it is believed it can be carried forward to completion with greater dispatch after the track reaches contract 62.

The Engineering staff have been employed during the season in improving the location and preparing for a vigorous prosecution of the works.

Telegraph Lines.

The contractors for the telegraph lines have all been settled with, except Messrs. Oliver, Davidson & Co., the contractors for the section between Thunder Bay and Red River.

Thunder Bay to Red River.

This section is being maintained and worked by the contractors, Messrs. Oliver, Davidson & Co., under the term of their contract. Considering the difficulties of maintenance, in a country where rock blasting is in progress, communication may be considered to have been fairly kept up during the past year.

Red River to Edmonton.

(Including the line from Selkirk to Winnipeg.)

This section is being maintained and operated by the Department, under the superintendence of Mr. Latouche Tupper, who also has supervision over the contractors between Thunder Bay and Red River. He reports the line in fair working order.

Edmonton to Cache Creek.

On this section, 82 miles of telegraph line have been erected eastward from Cache Creek, of which 52 miles is between Cache Creek and Kamloops, and 30 miles up the North Thompson.

The section of 52 miles is being operated in connection with the telegraph system of British Columbia.

Steel Rails.

Of the 39,000 tons of steel rails purchased the season before last, about 32,300 tons have gone forward to Winnipeg and Prince Arthur's Landing, and 1,500 tons to British Columbia. Of the balance, about 600 tons are now at Collingwood, and some 4,600 tons have still to be delivered in British Columbia.

The Canadian Pacific Railway Company have been allowed the use of about 4,400 tons of rails, to be replaced when required, and such further quantity sent to

Winnipeg that may not be needed for the road east of Red River are being delivered to the Company under the terms of their contract.

SUBSIDIZED LINES.

Pembroke to Callander Station (in the vicinity of Lake Nipissing), 130 miles.

The grading and bridging on this line has been completed and the track laid to the 102nd mile west of Pembroke. The works of construction are in progress to the 130th mile; ballasting to the 70th mile west of Pembroke is nearly completed, and partially so as far as the 101st mile. Station buildings and water services have been erected, and the line is now being operated for a distance of 94 miles west of Pembroke. As stated in my last report, the rails have been delivered on the ground for the entire length of the line subsidized, and the works have been prosecuted with vigour.

The amount of subsidy earned, is as follows:—

From June 30, 1880, to June 30, 1881	$394,743
" 1881, to Oct. 31, 1881	60,000
	$454,743

SURVEYS.

Since the date of my last report, no surveys in connection with the Canadian Pacific Railway have been undertaken by the Department, this duty now devolves upon the Canadian Pacific Railway Company, under their contract.

Location.

The surveys made in previous years to establish the route from Emory's Bar to Port Moody, fixed the general direction. During the past season, a revision has been made of the location with a view to improvement, and in order to obtain the fullest information possible to furnish intending contractors. This work has been conducted by Mr. Marcus Smith.

CANADIAN PACIFIC RAILWAY COMPANY.

Progress.

On the 1st May last, the Canadian Pacific Railway Company commenced to organize preparatory to beginning operations, under their contract, and have, during the past season, been actively engaged, both upon surveys and construction.

Trunk Line.

A staff of Engineers has been operating in the field, between Callander Station and Prince Arthur's Landing, during the summer, and it is reported that they have succeeded in finding a more favorable location than obtained by any previous survey. The first 50 miles west of Callander Station has been located and the work of construction in progress.

West of Red River, the location on the direct line from Winnipeg to Portage La Prairie has been completed as far as Moose Jaw Creek, a point about 404 miles west of Winnipeg; the grading is completed to a point about 218 miles, and the track laid for a distance of 163 miles west of that place. In the Rocky Mountains, a large staff of Engineers has been employed all the summer in examining the several passes to the south of the Yellow Head, with a view to finding a more favorable passage than by the line already located, but so far I have not learned that their efforts have been entirely successful. Large quantities of ties and timber were cut

last winter and delivered on the line east of Red River, to be used for purposes of construction on the prairie, and I am informed that a large force is now employed in the woods with the intention of getting out over 100,000 ties during the coming winter.

The road is now being operated as far west as Brandon via Stonewall, a distance of 145 miles from Winnipeg, and a further length of 31 miles is now ready for the passage of trains. When the direct line from Winnipeg to Portage La Prairie is opened for traffic it will shorten the distance to Brandon by 15 miles.

Branch Lines.

Engineers have been employed in locating a branch line from the main line of the Canadian Pacific Railway to Sault St. Marie, a distance of about 200 miles. 60 miles of which is now under construction.

A branch line has also been located southerly from Winnipeg to Smuggler's Point, and westerly to near the Turtle Mountains, a distance of about 164 miles which is under construction and the grading far advanced.

In addition to these branches, a direct line has been built between Winnipeg and Portage La Prairie, a distance of about 53 miles.

It will thus be seen that the Canadian Pacific Railway Company have, during this short season, made great progress with their works. They may be summarized as follows:

218 miles of Trunk Line graded;
89 " Branch Lines "

making a total of 307 miles, on which the track has been laid for 163 miles, and is in condition for the passage of trains. The old location from Stonewall to Portage La Prairie is assumed to be abandoned.

I observe that the rolling stock manufacturers in the country are busily engaged in building a large number of engines and cars for the company, so that they should be well equipped for a vigorous prosecution of the work next season.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Engineer-in-Chief.

APPENDIX No. 3.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 31st October, 1881.

SIR,—I have the honor to submit to you herewith the reports and accounts in connection with the working of the railways in operation under my charge, for the year ended the 30th June, 1881, comprising the Intercolonial, Prince Edward Island, Canadian Pacific, and Windsor Branch Railways, and having an aggregate length of 1,300 miles.

It is gratifying to be able to report that the traffic on these lines shows a very material increase during the year just closed, and that, in comparison with former years, they have been worked at a very trifling loss. The excess of working expenses over earnings being only $19,935.14. This result is very near to the estimate made by the Honorable the Minister of Railways and Canals early last season, and will therefore, I trust, be satisfactory to him.

The following is a summary of the operation of each of these lines of railway.

Name of Railway.	Length in Miles.	——	Amount.	Profit.	Loss.
			$ cts.	$ cts.	$ cts.
Intercolonial Railway	840	Earnings.....	1,760,393 92		
		Expenses.....	1,759,851 27	542 65	
Prince Edward Island	199	Earnings.....	131,131 43		
		Expenses.....	203,122 88		71,991 45
Canadian Pacific Railway.....	229	Earnings.....	291,498 06		
		Expenses.....	236,944 98	54,553 08	
Windsor Branch.....	32	½ Earnings.....	17,462 84		
		Maintenance.....	20,502 26		3,039 42
		Loss.....	.....	.....	75,030 87
		Profit.....	.....	55,095 73	55,095 73
Total Length.....	1,300	Net Loss.....	.....	.....	$19,935 14

INTERCOLONIAL RAILWAY.

The reports of the Chief Superintendent, Mechanical Superintendent and Engineer treat so fully of the traffic, the additional accommodation provided, and the maintenance of the road and rolling stock, that I have nothing to add upon these subjects. I shall, therefore, merely state my views as to those increased facilities for which, in my judgment, provision should be made in the year 1882-83.

Capital Account.

Halifax Extension.—In order to give the necessary accommodation to the growing ocean traffic, *viâ* the port of Halifax, and to enable the Canadian route to compete with the American lines, it will, in my opinion, be necessary to provide, besides the works now constructed, and in course of construction, at the south end of Her Majesty's dockyard, a large wharf with a commodious warehouse and elevator, as well as siding accommodation; and at Richmond, a coal-shed, a coal trestle, and a new line for the main track along the west side of the yard, in order to allow of the shunting of the freight without interruption.

Increased Accommodation at St. John.—The business of this station is now of such magnitude that the existing cramped accommodation is quite inadequate, and considerable dissatisfaction exists.

I therefore recommend as a beginning, that in 1882-83, provision be made for the erection of a commodious freight house, a bonded warehouse and an extension of the yard.

Rolling Stock.

Owing to the increasing coal, ocean, and other traffic, the stock of engines and cars is much too small to enable the business to be conducted with regularity and dispatch.

Last winter unavoidable delays occurred in filling requisitions for cars, both for the coal business for the west and ocean borne traffic, and, until additional stock is provided, delays must necessarily arise.

I therefore recommend that 200 box freight cars, and 200 coal cars be provided at once, and I estimate that the increasing business demands that a further supply should be furnished during the year 1882–83, of fifteen locomotives, 200 box freight cars, 200 coal cars and 100 flat cars.

In 1880–81, there were transported over the road 16,246 car loads more than in 1879–80, and 22,085 more than in 1878–79; and during the current year the traffic has considerably increased in volume.

Increased Accommodation at Hadlow or Point Levis.

It is believed that the coal traffic for the West would be facilitated by the construction of a suitable wharf at Hadlow or Point Levis, as the rate on coal by rail must necessarily be cut so low that when better freights are offering the Grand Trunk Railway Company very naturally prefer accommodating the better paying business first.

Operation.

While the road has been worked with due regard to economy, great care has been taken to maintain both the road and its equipment in a state of thorough efficiency, and I confidently assert, that they were never in finer running order.

Owing to the thorough canvass for business made by the officers of the road, and to the improved condition of trade throughout the country, the traffic has very largely increased, and continues to improve, and with the co-operation of the Messrs. Allan and the Grand Trunk Railway Company, we may anticipate a very large ocean borne business this winter.

PRINCE EDWARD ISLAND RAILWAY.

Attached hereto will be found the reports of the Superintendent and Mechanical Superintendent, which deal fully with the operations of the year, the nett results of which are not so satisfactory as I had hoped to see them. The working expenses have been heavier than I had calculated upon, owing to the unprecedentedly heavy snow-fall, the extensive steel rail renewals, the construction of the Haggas water

service, and the additional station buildings, which have been provided. The earnings, however, show a considerable increase over those of 1879-80, and amount to about the sum estimated, giving evidence of an improved state of trade in the Island. The traffic continues to improve, and it is believed that the current year's operations will show more favorable results.

Four locomotives have been purchased during the past two years to maintain the stock in a state of efficiency. The four old engines replaced by these will be either sold or otherwise disposed of. The road and its equipments have been well maintained.

Canadian Pacific Railway.

The sections of road between Emerson and Cross Lake and Rat Portage, and between Winnipeg and Portage La Prairie were operated by the Government for the ten months ended the 30th April, 1881, and with the exception of the section between Cross Lake and Rat Portage, were transferred on the 1st May to the Canadian Pacific Railway Company. Owing to the limited amount of rolling stock at command and the absence of machinery wherewith to repair it, the traffic was worked at a great disadvantage. With better facilities the road could have been operated with much greater economy; but as negotiations were in progress for the construction and operation of the Canadian Pacific Railway by a company, it was not considered prudent to go to the expense of purchasing additional rolling stock.

The accounts accompanying this report show that the road was worked at a profit of $54,553.08, thus:—

Earnings	$291,498 06
Expenses	236,944 98
Excess of Earnings	$ 54,533 08

The working expenses per train mile were $1.10.

Upon the transfer of the road the Canadian Pacific Railway Company assumed all the freight in store and in transit, paying the Government the amount of back charges and freight due thereon. Such of the rolling stock as could be spared from the work of construction to be carried on by the Government, as well as all stores, fuel, &c., was taken over by the company at a valuation.

Windsor Branch Railway.

Appended hereto will be found the Reports of the Chief Superintendent and Engineer, giving a clear statement of the service performed.

It will be observed upon reference to the accounts, that the one-third of the earnings stipulated to be paid to the Government has not been sufficient to cover the cost of maintenance by $3,039.42. The road has been well kept, and is in good condition.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer of Government Railways.

F. Braun, Esq., Secretary
Department of Railways and Canals.

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 13th October, 1881.

SIR,—I have the honor to submit the following report upon the working of the Intercolonial Railway for the fiscal year which ended 30th June, 1881.

I enclose the reports of the Engineer and the Mechanical Superintendent, and also the following statements prepared by the Accountant:—

No. 1. Capital Account.
" 2. Revenue Account.
" 3. Locomotive Power (Abstract No. 1.)
" 4. Car Expenses (" " 2.)
" 5. Maintenance of Way and Works (" " 3.)
" 6. Station Expenses (" " 4.)
" 7. General Charges (" " 5.)
" 8. General Stores Account.
" 9. General Balance.
" 10. Comparative Statement of Averages.

The length of railway worked was 840 miles.

Capital Account.

The total cost of the road and equipment was, on 30th June, 1880, $38,365,719.64.

The additions during the year were as follows:—

For the Halifax Extension	$ 33,684 27
" the Deep Water Terminus, St. John	10,373 15
" the completion of the Intercolonial	24,372 54
" Repairs and Improvements, Rivière du Loup Line	315,362 60
" Rolling Stock for Rivière du Loup Line	224,940 24
	$608,732 80
Making the total cost to 30th June, 1881	$38,974,452 44

In consequence of the large increase of ocean traffic at Halifax, it became necessary to provide additional wharf and storage accommodation, also additional means for coaling large ocean steamers. These improvements have been made, and have had the desired effect of facilitating the movement of freight, and of increasing the business of the railway; and as it was desirable that there should be a deep-water terminus nearer to the business centre of the city than the one at Richmond, negotiations were entered into for the purpose of acquiring a quantity of valuable water side property at the southern end of Her Majesty's dockyard.

These negotiations were satisfactorily completed, but the property did not come into possession of the railway until July in the current year. Since that time the work of preparing it for the next winter's traffic has been steadily prosecuted, and a wharf, a warehouse, and a number of sidings will be ready for use by the middle of November.

The work of completing the deep-water terminus at St. John was continued during the year, and is still in progress; sheds for the storage of general freight and for coal are being built, and additional tracks have been laid.

The large increase of traffic at such an important distributing centre as St. John makes it necessary that steps should be taken at an early day to provide more suitable accommodation for both the passenger and the freight business.

The expenditure for completion of the Intercolonial consists of payments on account of old claims in connection with the construction of the line from Rivière du Loup to Halifax, and the legal and other expenses of adjusting them.

The relaying of the Rivière du Loup line with steel rails was completed last season, the ballasting was also completed with the exception of about ten miles. Early this season the work of completing the ballasting was commenced, and it was finished this summer; considerable work was also done in repairing bridges and culverts. A large portion of the new equipment of rolling stock for this portion of the line was received from the contractors, and the balance will be delivered during the current year. The line from Rivière du Loup to Hadlow is now in excellent condition, and in as good running order as any other part of the Intercolonial.

Revenue Account.

This account shews a more satisfactory condition of affairs than in any previous year, more so even than last year, for the receipts and expenses balance each other, and, for the first time in its history, the railway was worked without loss.

The gross earnings for the year were	$1,760,393 92
The working expenses were	1,759,851 27
Net earnings	542 65

The gross earnings shew a large increase over last year, as follows:—

In 1880-81 the gross earnings were	$1,760,393 92
In 1879-80 " " "	1,506,298 48
Increase	254,095 44

This increase is chiefly in the freight traffic, and it is gratifying to find that both the local and the through traffic have increased in about equal proportions.

The increase in passengers traffic being	$ 54,775 82
" " freight traffic being	198,385 71
" " mails and sundries being	933 91
Total increase	$ 254,095 44

The earnings per mile of railway compared with last year are as follows:—

Earnings per mile of railway 1880-81	$ 2,095 70
" " " 1879-80	1,825 81
Increase per mile of railway	269 89

The following is a comparative statement of a few of the chief articles of freight shewing the quantity carried in this and in the previous year:—

	1879-80.	1880-81.	Increase.
Barrels of flour	525,248	672,310	147,062
Bushels grain	324,021	565,678	241,657
Timber in feet	55,462,654	72,841,388	17,378,734
			Decrease.
Head of live stock	70,990	61,574	9,416
			Increase.
All other goods in tons	422,256	544,354	122,098

In January last a cargo of wheat from Detroit, 3,700 bushels, was carried over the railway and shipped at Halifax for Europe.

The quantity of coal transported

In 1880-81 was	326,941 tons.
" 1879-80 "	252,006 "
Increase	74,935 "

Of the total quantity 28,326 tons were shipped at Halifax, and over 21,000 tons were taken by rail to Chaudière and Quebec for points in the Upper Provinces.

The very serious accident which happened to the Albion Mines in November, 1880, put a stop to the raising of coal from these mines for some time. The owners, however, immediately took steps to open new mines on their property, and from these a considerable quantity was raised during this summer.

The Steel Company of Canada, at Londonderry, continued to give us an increasing volume of business, although their works were for a time somewhat interrupted by the accident at the Albion Mines, whence they drew large supplies of coal and coke.

The traffic has been considerably increased by the establishment of two new sugar refineries, one at Moncton and one at Halifax.

The Moncton refinery has a capacity of turning out 250 barrels of refined sugar a day. It commenced operations in December, 1880, and from that time until June 30th, 1881, the traffic in raw and refined sugars, to and from this establishment, amounted to over 7,700 tons, and the coal used was about 3,000 tons.

The Halifax refinery is capable of turning out 600 barrels a day. It did not commence operations until May, 1881, and for that month and the month of June, the quantity of refined sugar sent from it over the Intercolonial amounted to about 1,500 tons.

This refinery, from its position, necessarily receives its supply of raw sugar by water, and no doubt, a considerable portion of its out-put finds its destination in the same way, without passing over the railway. The largest portion of the coal used, however, has hitherto passed over the Intercolonial.

Our traffic in raw sugar for the Montreal refineries is a large item, the quantity carried from the ports of Halifax and St. John over the railway, during the year, having amounted to over 14,300 tons.

It may also be mentioned that a new industry has been commenced by the Amherst Meat Company, who have erected slaughter-houses and refrigerators near the Amherst station. They have already sent an immense quantity of meat in refrigerator cars provided by the railway, to Halifax, and from thence it was shipped to Europe.

As in previous years, during the season of navigation in the St. Lawrence, the mails and many of the passengers were landed from and embarked on the British mail steamers at Rimouski, by means of the steam tender belonging to the railway; the aggregate number of passengers thus landed and embarked during the season of 1880, was 580. This tender was originally constructed mainly for the mail service, with but very little accommodation for passengers and their baggage; but the mails have increased from year to year, and the increase in the number of passengers landing and embarking at this point is so considerable, that the tender is found to be inadequate to the service, and it is desirable that, before another season, a steamer more suitable for the requirements of the service should be provided.

During the past winter the British mail steamers landed the mails, passengers and freight for the interior, at Halifax, as formerly; but an attempt was made to divert this passenger and freight traffic from Halifax to Boston, and thence over foreign railways, through a foreign country, to the interior of Canada.

Vigorous measures were taken to counteract this movement, and the promptitude, regularity and despatch with which both passengers and goods were carried over the Intercolonial, established the superiority of this route, and enabled us, not merely to retain our former share of this important traffic, but also to increase it considerably.

Expenditure.

As I have already stated, the gross earnings for the year were $1,760,393.92, and the working expenses were $1,759,851.27.

The engine mileage compared with last year was :—

	Miles.
1880-81	3,453,078
1879-80	3,076,342
Increase	376,736

The train mileage, compared with last year, was :—

	Miles.
1880-81	2,813,723
1879-80	2,535,654
Increase	278,069

The car mileage, compared with last year, was :—

	Miles.
1880-81	32,201,157
1879-80	28,254,065
Increase	3,947,092

The working expenses per mile, run by engines, were:

In 1880-81	Cts. 50·95
In 1879-80	" 50·12

And per mile, run by trains, they were:

In 1880-81	Cts. 62·52
In 1879-80	" 63·23

It will be seen from these figures that the working expenses maintained this year about the same proportion to the traffic as they did last year.

Great attention has been given to the repair and improvement of the permanent way.

During the working season, new sleepers required were put in, and the track was well ballasted where necessary.

Over 18,800 feet of new siding were laid to provide for the increased traffic.

The expenditure on account of fences, $28,990, was much larger than last year; on many parts of the line barbed wire fence has been used, and it is found to have the advantage over either pole or board fence, as it is not so liable to cause accumulation of snow, and not so likely to be destroyed by fire.

The wooden turn-tables at Sussex and at Stellarton were removed, and replaced with new iron tables.

The buildings on all parts of the line received necessary repairs, and a considerable number of new ones were erected. Among the latter I may mention a combined passenger station and section-man's dwelling at the Four-mile house, and a similar building at Johnston's Road; a combined passenger and freight station at Nappan, an engine house for locomotives at Stellarton, a new tank house at Elmsdale, also one near Greenville, and a large building at Moncton for the storage of lumber.

Extensive repairs were made to the masonry of bridges and culverts.

Several wooden bridges were taken down and replaced by iron ones.

The floor timbers of many of the bridges were relaid on an improved plan, which it is believed will conduce to the greater safety of the trains.

The arrangements for storing coal at Newcastle and Campbellton, and for delivering it rapidly on the tenders, have been very much improved.

The cost of all these repairs and improvements, and of others which I have not specified, was charged to the working expenses.

Great improvements have been made along the line in the water supply for the service of locomotives, by the erection of new tanks, steam pumps and water cranes.

I have no hesitation in stating that, in consequence of the great care and attention given to the maintenance of the permanent way, and the execution of many important repairs and improvements, some of which I have particularized, the railway and the several works connected with it, are now in a better condition, and in a more thorough state of efficiency than at any previous period in the history of the Intercolonial.

Rolling Stock.

All the rolling stock has been well maintained, and is in a very efficient condition; the cars of all kinds received necessary repairs, and a very much larger number of cars was rebuilt than in any previous year. Four new locomotives were purchased to maintain the stock, and their cost was charged to the working expenses. Two locomotives were sold to the Canadian Pacific Railway, and in their stead two new and more powerful ones were purchased; the difference in cost between those sold and the new ones purchased was charged to the working expenses. During the year six of the oldest locomotives, which had become too expensive to maintain in consequence of their age and service, were sold.

I may here explain that when the Intercolonial was completed through to Rivière du Loup in July, 1876, the stock of locomotives was 100; and this number seems to have been considered sufficient for the traffic, as no more were procured at the cost of capital. As locomotives necessarily wear out and ultimately become useless, the General Superintendent of that day very properly made arrangements by which three new locomotives were to be procured in each year, so that the original stock might be always maintained in a state of efficiency. Accordingly,

In	the	year	1876–'77	3	locomotives were purchased.
"	"		1877–'78	3	" " "
"	"		1878–'79	3	" " " built.
"	"		1879–'80	3	" " " purchased.
"	"		1880–'81	4	" " " "

Making a total of fifteen locomotives procured, and charged to working expenses. If the original idea had been strictly carried out a number of old locomotives would have been annually sold or broken up, equal to the number of new locomotives procured yearly, and charged to the working expenses.

This, however, was not done; and the chief reason, no doubt, was that the traffic had increased so that the original number of one hundred locomotives was insufficient for the service, as the increase of traffic during the last few years was very great, which will be seen from the following statement of the mileage of engines and cars, and of the gross tonnage carried:

	Miles.
For the year 1880–'81 the engine mileage was.....	3,453,078
" " 1876–'77 " " "	2,176,201
Increase	1,276,877

	Miles.
For the year 1880–'81 the car mileage was.....	32,201,157
" " 1876–'77 " " "	15,973,420
Increase	16,227,737

The increase in car mileage for the two years, 1879–'80 and 1880–'81, was 10,343,716 miles.

	Tons.
The gross tonnage carried in 1880–'81 was.....	725,577
" " " 1876–'77 "	421,327
Increase.....	304,250

The increase in 1880-'81 over the previous year was 163,653 tons, and in 1879-'80 over the previous year, 51,063, being an increase in the last two years of 214,716 tons.

These figures show clearly the great additional service that the rolling stock is called upon to perform, and that it is very desirable that a considerable addition should be made to it without delay. I would, therefore, recommend that a sufficient number of new locomotives and cars be procured to conduct the increased traffic with satisfaction; the cost, of course, being charged to capital account.

Since the Rivière du Loup line was purchased, authority was given to procure fifteen new locomotives for that line at the cost of capital, also a number of cars of each kind.

These were rendered necessary by the acquisition of that line, and do not diminish the necessity for the additional locomotives and cars which I have asked for.

Stores.

The stores account compares as follows with the previous year:—

The value of stores purchased in 1880-'81 was	$630,277 98
" " " 1879-'80 was	472,302 50
Difference.....	$157,975 48

The stock of stores on hand compares as follows with the previous year:—

	1879-80.	1880-81.
Ordinary stores.....	$106,821 12	$226,272 43
Iron and steel rails.....	48,528 41	67,030 13
Old materials for sale.....	8,539 50	20,398 50
Totals.....	$163,889 03	$313,701 06

The snow fall last winter along the greater part of the line was much heavier than it had been for some years, and the cost of removing snow and ice exceeded $32,000; the snow ploughs and flangers were, however, so persistently and skillfully used that the traffic was not interrupted.

It is very gratifying to be able to state that, in general, the several officers and employés of the railway have performed their duties in a satisfactory and efficient manner.

And it is very pleasing to me to know that my anticipations, expressed at the conclusion of last year's report, with regard to the success of the operations of the year, have been realized.

I have the honor to be, Sir,

Your obedient servant,

DAVID POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer,
Government Railways, Ottawa.

No. 1.—INTERCOLONIAL RAILWAY.

DR. CAPITAL ACCOUNT, 30th June, 1881. CR.

1880.		$ cts.	$ cts.	$ cts.	1880.		$ cts.
June 30....	To Cost of Road and Equipment.....	.....	.....	38,365,719 64	June 30....	By Dominion of Canada..	38,365,719 64
1881.							
June 30....	To Outlay on Halifax Extension.....	33,684 27					
	do Deep-Water Terminus, St. John....	10,373 15					
			44,057 42				
	do Rivière-du-Loup Branch.....	.....	533,100 67				
	do Nut Locks	.....	7,202 17				
	Expenditure on completion of Intercolonial Railway between Rivière-du-Loup and Truro, works, permanent way, buildings, right of way, &c	.....	4,349 28				
	Salaries and expenses F. Shanly and Staff....	11,958 12					
	Legal expenses	8,065 14			1881.		
			20,023 26				
				608,732 80	June 30....	By Dominion of Canada..	608,732 80
				38,974,452 44			38,974,452 44

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1881. CR.

Previous Year.	Expenditure.			Year ending 30th June, 1881.	Previous Year.	Receipts.	Year ending 30th June, 1881.
$ cts.				$ cts.	$ cts.		$ cts.
550,574 41	Locomotive power	Abstract No.	1.....	586,998 84	490,338 66	Passenger traffic	545,114 48
359,304 68	Car expenses	do	2.....	411,391 76	915,486 50	Freight do	1,113,872 21
385,556 57	Maintenance way and works	do	3.....	380,312 89	100,473 32	Mails and sundries	101,407 23
192,036 98	Station expenses	do	4.....	241,194 44			
117,946 71	General charges	do	5.....	122,708 59			
1,605,419 35				1,742,606 52	1,506,298 48		
1,989 64	Car mileage			17,244 75			
				1,759,851 27			
	Balance			542 65	97,131 23		
1,603,429 71				1,760,393 92	1,603,429 71		1,760 393 92

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

No. 3.—INTERCOLONIAL RAILWAY.

Locomotive Power.—(Abstract No. 1.)

Previous Year.	——	Year ending 30th June, 1881.
$ cts.		$ cts.
5,318 73	Mechanical Superintendent's salary, Clerks, office and travelling expenses	5,814 00
122,152 83	Wages, Drivers, Firemen and Cleaners	137,417 89
177,728 49	Fuel	185,168 19
28,026 44	Oil, tallow, waste and small stores	31,211 15
170,132 76	Repairs to engines, tenders and engine tools	167,290 27
23,538 14	Water, including pump and tank repairs	24,492 16
23,677 02	Miscellaneous	35,605 18
550,574 41		586,998 84

THOS. FOOT,
Accountant.

Moncton, N.B., 30th June, 1881.

No. 4.—INTERCOLONIAL RAILWAY.

Car Expenses.—(Abstract No. 2.)

Previous Year.	——	Year ending 30th June, 1881.
$ cts.		$ cts.
55,276 58	Repairs to passenger cars	56,983 46
16,412 21	Repairs to postal, express and baggage cars	16,003 50
127,681 45	Repairs to freight cars and vans	146,842 74
113,984 22	Wages of Conductors, Train Baggage Masters and Brakesmen	128,969 23
10,043 79	Oil and Waste for packing	15,422 49
26,371 02	Small stores and fuel	35,179 54
9,535 41	Miscellaneous	11,990 80
359,304 68		411,391 76

THOS. FOOT,
Accountant.

Moncton, N.B., 30th June, 1881.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3.)

Previous Year.		Year ending 30th June, 1881.
$ cts.		$ cts.
6,628 40	Engineer's salary, Clerks, office and travelling expenses	7,089 38
230,124 44	Wages in repairing roadway, fences and semaphores, including new sidings laid in	248,528 51
7,962 92	Rails and fastenings, including new sidings laid in	9,280 09
18,695 59	Sleepers	9,731 13
27,367 75	Timber, lumber, etc., for repairs to bridges, cattle-guards, crossings, snow sheds, fences, etc	18,087 40
8,265 54	Repairs to wharves	4,696 89
45,652 08	Repairs to buildings and platforms, including extension of and additions to same	31,015 82
16,249 21	Repairs to snow ploughs, flangers and tools	17,319 15
22,161 47	Clearing ice and snow	32,244 24
2,449 17	Miscellaneous	2,320 28
385,556 57		380,312 89

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4.)

Previous Year.	——	Year ending 30th June, 1881.
$ cts.		$ cts.
148,761 05	Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen and Laborers	184,049 40
43,275 93	Fuel, oil, light, stationery, tickets and other incidental expenses	57,145 04
.....	Miscellaneous	.....
192,036 98		241,194 44

THOS. FOOT,

Accountant.

MONCTON, N.B., 30th June, 1881.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES.—(Abstract No. 5.)

Previous Year.		Year ending 30th June, 1881.
$ cts.		$ cts.
39,366 89	Chief Superintendent, District Superintendents, Train Despatchers, and the General Freight and Passenger Agent, Clerks, office and travelling expenses	45,052 75
21,017 58	Accounting Department, salaries of the Accountant, Traffic, Auditor, Paymaster and Cashier, Clerks, office and travelling expenses	21,155 01
3,075 45	Damages to men, animals and goods	3,675 60
24,251 39	Ferry service	23,277 05
2,448 01	Telegraph expenses (not including pay to operators)	1,247 46
20,026 00	Miscellaneous, printing, advertising, etc	21,765 07
7,761 39	Agency expenses	6,535 65
117,946 71		122,708 59

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

No 8.—INTERCOLONIAL RAILWAY.

DR. GENERAL STORES ACCOUNT, Year ending 30th June, 1881. CR.

1880.		$ cts.	$ cts.	1881.		$ cts.	$ cts.
June 30....	To Balance		163,889 03	June 30....	By Issues during year	687,735 49	
					Old material sold	66,381 64	
							754,117 13
1881.							
					Balance—		
June 30....	Purchase during year	630,277 98					
	Charges from other Departments. ...	262,830 63			Ordinary stores, including fuel	226,272 43	
	Pay Rolls	10,820 55			Iron and steel rails, &c	67,030 13	
			903,929 16		Old material for sale	20,398 50	
							313,701 06
			1,067,818 19				1,067,818 19

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

No. 9.—INTERCOLONIAL RAILWAY.

DR. GENERAL BALANCE, 30th June, 1881. CR.

	$ cts.	$ cts.		$ cts.	$ cts.
Cash		8,844 63	Dominion Account		501,760 34
General stores—			Chatham Branch Railway		372 71
Ordinary stores including fuel	226,272 43		Halifax and Cape Breton Railway		53 81
Iron and steel rails, &c.	67,030 13		Grand Trunk Railway, general account	6 694 75	
Old material for sale	20,398 50		do traffic account	14,266 14	
		313,701 06			20,960 89
Station		56,932 35	Accident Insurance		11,505 21
Spring Hill Coal Co.		18 39	Washburn Car Wheel Co		71 90
Acadia Coal Co		2,666 67			
Intercolonial Coal Co.		5,529 00			
do Express Co		1,872 08			
Rents		3,198 81			
Suspense		2,791 92			
Steel Company of Canada		12,882 18			
Prince Edward Island Steam Navigation Co.		117 28			
Spring Hill and Parrsboro' Railway		3,171 99			
Western Counties Railway, general account	15,857 35				
do traffic account	1,657 42				
		17,514 77			
Windsor Branch Railway		225 59			
Windsor and Annapolis Railway, old account	6,746 58				
do do Punchard, Clark & Co.	7,652 34				
		14,398 92			
Prince Edward Island Railway		317 86			
St. Martins and Upham Railway		4,122 39			
Elgin Branch Railway		726 10			
Kent Northern Railway		57 00			
Canada Pacific Railway, old account		5,219 66			
Windsor and Annapolis Railway, new account		1,587 78			
Canada Southern Railway.		0 17			
Albert Railway		27 86			
Great Western Railway		2 00			
Credit Valley Railway		9 00			
Canada Pacific Railway, new account		271 42			
St. Paul, Minnesota and Manitoba Railway		8 00			
Coldbrook Mills		1,967 41			
Halifax Rolling Mills		36 83			
Steamship "City St. John"		1,744 41			
Western Union Telegraph Co.		2,442 52			

Montreal Telegraph Co.		*6 00*		
Sugar Refinery, Moncton		*3,456 04*		
Nova Scotia Government		280 45		
do Forge Co		1,546 64		
Delaware and Hudson Canal Co		16 75		
Extension to West's Wharf, Halifax		28,501 35		
DEPARTMENT ACCOUNTS.				
Post Office	24,214 41			
Militia	4,233 72			
Agriculture	641 72			
Marine and Fisheries	43 80			
Penitentiary, Dorchester	12 52			
Justice	810 45			
Assistant Engineer, Public Works	30 77			
		29,987 39		
Individual accounts		8,584 19		
		534,724 86		534,724 86

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ending 30th June, 1881.

	1881.	1880.
Mileage of railway	840	825
Engine mileage	3,453,078	3,076,312
Train do	2,813 72•	2,535.654
Cars do	32,201,157	28,254.065
	$ cts	$ cts.
Receipts per engine mile	50 98	48 96
do mile of railway	2,095 70	1,825 81
	Cents.	Cents.
Percentage of passenger earnings to gross earnings	30·97	32·55
do freight do do	63·27	60·78
do other do do	5·76	6·67
Expenses per engine mile—		
Drivers', Firemen's and Cleaners' wages	3·98	3·97
Fuel	5·37	5·78
Oil, tallow, waste and small stores	·90	·91
Repairs to engines	4·84	5·53
Water and tank repairs	·71	·77
Miscellaneous	1·03	·77
Total	16·83	17·73
Mechanical Superintendent's salary, office and travelling expenses	·17	·17
	17·00	17·90
Locomotive power per engine mile	17·00	17·90
Car expenses do	11·92	11·68
Maintenance of way and works do	11·01	12·53
Station expenses do	6·98	6·24
General charges do	3·55	3·83
	50·46	52·18
Car mileage	·50	·06
Total per engine mile	50·96	52·12
Locomotive power per train mile	20·86	21·71
Car expenses do	14·62	14·17
Maintenance of way and works do	13·52	15·21
Station expenses do	8·57	7·57
General charges do	4·36	4·65
	61·93	63·31
Car mileage	·61	·08
Total per train mile	62·52	63·23
Working expenses per mile of railway	$2,095 06	$1,943 55

THOS. FOOT,
Accountant.

MONCTON, N.B., 30th June, 1881.

ENGINEER'S OFFICE,
MONCTON, N.B., 1st August, 1881.

SIR,—I have the honor to submit my report of the working of the Engineering Department, for the year ending 30th June, 1881.

TRACK.

The mileage of the main line and branches is the same as previously reported (840 miles).

One mile of the old iron rail on the Shediac Branch has been replaced with partially worn steel rails taken out of the main line.

With the exception of the short piece of the Pictou Branch and the Shediac Branch, where the old iron rails remain, the track is in excellent condition throughout the whole line.

SLEEPERS.

During the year 75,901 sleepers have been put in track. The superior quality of sleepers used during the past few years has very much lessened the renewals.

BALLASTING.

At the end of the working season, about ten miles of the ballasting of the Rivière du Loup Branch remained to be completed. Two trains and a gang of forty men are now at work, and it will be completed in a few weeks.

During the year twenty-two miles of the Eastern, Western, and Northern Divisions have been ballasted.

Four ballast trains and a large force of men are now at work at different points south of Rivière du Loup.

SIDINGS.

Additional siding accommodation has been provided to the extent of 18,827 feet. If the traffic continues to increase at the same rate as it has during the past year, the yards at Moncton, Truro, Halifax, and many other points, will have to be very much enlarged.

FENCING AND SNOW SHEDS.

During the year there has been expended on account of fencing, $28,990.79. On cleared parts of the line barbed wire and cedar posts are being used exclusively for fencing.

On the Amherst and Sackville marshes, where the snow drifted badly, some miles of the board and pole fences had to be taken down every winter.

The board and pole fences have now been nearly all replaced with wire. The snow will drift almost as freely through the wire as if there were no fence.

The wire fence costs 50 cents per rod, about the same price paid for spruce pole fence that lasts not more than five years.

The snow-sheds erected over the cuttings on the Folly Mountain grade in 1872, have now been all removed, with one exception, and high fences put up to protect the cuttings they covered. There was a heavier snow-fall on that part of the line last winter, than any winter for the past ten years, but no difficulty was experienced in keeping the cuttings free from snow where the sheds were removed and the fences erected.

TURN-TABLES.

Iron turn-tables have replaced the old wooden tables at Sussex and Stellarton.

Another iron turn-table for turning cars has been provided at the Deep Water Wharf, St. John.

WHARVES.

A new pile wharf, 500 feet long by 80 feet wide, has been erected at Richmond. Since its completion it has been used as a lumber wharf.

An extension of 100 feet long by 30 feet wide was made to the outside crib wharf at Richmond, to give another berth for steamers discharging sugar and loading cattle.

Heavy repairs were made to the outside crib wharf.

Necessary repairs were made to wharves at Pictou and Pictou Landing.

Dorchester Wharf received a thorough overhauling. The flooring, joists and two tiers of timber in the cribs was entirely renewed.

Some small repairs have been made to wharves at Point du Chêne, Campbellton, and Rimouski.

BUILDINGS.

At Richmond a shed 100 feet long by 30 feet wide was erected on the wharf extension above referred to, for the reception of raw sugar.

A second improved coal drop to facilitate the coaling of ocean steamers was erected at the south end of the crib wharf at Richmond.

A combined passenger station and dwelling was erected at the Four-Mile House.

A tank house was erected at Elmsdale about 1,000 feet south of the station.

A combined passenger station and dwelling for section foreman was erected at Johnston's Crossing.

A passenger platform, 100 feet long by 12 feet wide, was erected at Battery Hill.

At Stellarton, an engine house was built to replace the one destroyed by the sleet storm last winter.

A small oil house was erected at New Glasgow.

The roof of engine house and station building at Pictou Landing was re-shingled. The roof of freight shed was also renewed.

Repairs were made to nearly all station buildings between Truro and Amherst.

A new tank house was erected two miles west of Grenville Station.

A combined passenger station and freight house was erected at Nappan, also a freight platform 137 feet long by 12 feet wide, and a hay platform 50 feet long by 14 feet wide.

Dorchester station received two coats of paint.

A lumber shed, 300 feet long by 50 feet wide, was erected at Moncton.

It was utilized last winter for the accommodation of cattle being shipped from the west.

An iron stove was provided for the Stores' Department, and the lower flat of old stores re-arranged.

The iron roof covering of the machine shop was replaced with slates at a cost of $1,557. Extensive repairs were also made to the roof of boiler house and engine house.

The roof of station, engine house, tank house and freight shed at Sussex, have all been newly shingled.

Bloomfield Station was newly clap-boarded and painted.

The station building at St. John received repairs, as well as nearly all the buildings at that place.

A small building was erected for the accommodation of the Wharfinger at the Deep-Water terminus.

Repairs were made to nearly all stations and platforms between Shediac and St. John.

The interior of station at Barnaby River was re-arranged.

The coal shed at Newcastle was enlarged and an incline plane built, and the necessary gear provided for hoisting the one-ton cars to dump directly into the engine tenders.

New sheds with similar gear were provided at Campbellton, St. Flavie and Rivière du Loup, so that now an engine can be loaded in three minutes at any of these points.

The interior of nearly all stations between Moncton and Campbellton have been painted and the plaster color-washed.

An extension of 15½ feet by 22 feet was made to the station at Metapedia for a ladies' waiting room and baggage room, and a bay window provided for the office.

The necessary repairs were made to Campbellton freight house, partially destroyed by fire.

Repairs and improvements were made at Mill Stream, Cedar Hall, St. Octave, St. Flavie and St. Anaclet stations.

A cattle shed 300 feet long by 25 feet wide, and a coal shed of the same dimensions, were erected at Rivière du Loup

An addition to the Train Despatcher's office was made to provide office accommodation for the District Superintendent.

Seven new stations referred to in my report of last year have been completed, as follows :—

Lake Road	2nd class.
Ste. Hélène	2nd "
St. Denis	1st "
St. Pierre	1st "
St. François	1st "
St. Charles	1st "
St. Henri	1st "

New flag stations have been built at St. Andre, Elgin Road St. John Chrysostome.

Extensive repairs have been made to all stations and platforms between Rivière du Loup and Hadlow.

A high-level coal shed, with trestle approach, was built at Chaudière at a cost of $4,500, also a tank house and well.

Masonry.

A gang of masons was engaged the whole of last season in repairing and renewing the masonry of old structures between Halifax and Truro.

Two new culverts have been built between Truro and Amherst.

The foundation of the piers of the Scadouc bridge, near Shediac, were badly worn by the action of the ice and salt water. Many large blocks were taken out and replaced by a better quality of stone. The piers were then thoroughly riprapped with loose stone from the bed of the river to high-water mark.

No further trouble with this structure may be anticipated.

A gang of masons was engaged all last summer in overhauling and pointing the old structures on the Rivière du Loup Branch. This work is not nearly completed yet.

Iron Bridges

Eight spans of wood, varying in length from 15 to 24 feet, have been replaced with iron structures built of old rails.

An overhead bridge of wood of 27 feet span was replaced by an iron structure (built of old rails), near Hadlow.

The close floor system with guard rails, referred to in my report of last year, has been put on the following bridges on the Eastern Division ; —

Sackville River,	4	spans of 80	feet each.
Farnham's Creek,	1	" 50	"
Salmon River,	3	" 100	"
North River,	2	" 100	"
Ishgonish,	2	" 100	"
Wilson's Brook,	1	" 40	"
Debert River,	3	" 100	"
Folly River,	6	" 100	"
North Greenville,	1	" 60	"
South Greenville,	1	" 50	"
River Philip,	3	" 100	"
Little Forks,	1	" 100	"
Nappan,	1	" 100	"

The timber used for these new floors is of the best quality of pine that could be procured in New Brunswick. It is estimated they should last from 12 to 15 years.

The floors of nearly all of the iron bridges on the Rivière du Loup Branch require renewal.

The new floor system has been put on between Rivière du Loup and St. Roch's. The timber is delivered on the ground for the remainder of them.

WATER SUPPLIES.

An agreement was entered into with the city authorities of Halifax, whereby the Department pay an annual amount of $300 for a water supply at Richmond.

A stand pipe with goose neck was erected on the main line, and a 6-inch pipe laid from it to connect with the main pipe on Campbell road.

Branch pipes were also laid to supply the cattle sheds on the wharf and at the south end of the yard.

The gravitation supplies at many places have been improved by cleaning the pipes and raising the head of the reservoirs.

Steam pumps have been put in at Greenville, Carleton and L'Islet.

A water crane was put up on the main line and connected with a 6-inch pipe to a 10,000 gallon tank in the machine shop at Rivière du Loup.

Two tanks of 6,000 gallons capacity were put in the engine house at the same place.

I have the honor to be, Sir,

D. POTTINGER, Esq., Chief Superintendent, Intercolonial Railway.

Your obedient servant, P. S. ARCHIBALD, *Engineer.*

INTERCOLONIAL RAILWAY,
MECHANICAL SUPERINTENDENT'S OFFICE,
MONCTON, N.B., 1st October, 1881.

DEAR SIR,—I beg to submit, for your information, the following statements shewing the operations of the Mechanical Department for the year ending 30th June, 1881:—

(*a*) Statement shewing the number of locomotives, and the various classes of cars.

(*b*) Statement shewing the locomotive and car mileage, and the average number of passenger and freight cars hauled per mile, run by engines.

(*c*) Abstract of locomotive returns.

(*d*) Statement of the cost of locomotive power for each month during the year.

(*e*) General statement of the expenses of the Mechanical Department.

During the year four new engines were purchased and charged to working expenses.

Two hundred and twenty-eight, five-ton Hopper coal cars were condemned and taken off the register, and replaced by seventy-six Gondola, fifteen-ton cars, at the cost of working expenses.

Sixty-six other cars were rebuilt during the year at the cost of working expenses.

Six of the oldest engines which had been replaced by new ones at the cost of working expenses, were this year sold.

Twelve engines, two first-class, two second-class, two baggage and express, eighty box freight, seventy-four platform cars, three vans and one snow-plough were received on the road this year on account of Rivière du Loup Branch.

The rolling stock is in very good condition.

I am, Sir,

Your obedient servant,

D. POTTINGER, Esq., Chief Superintendent, Intercolonial Railway.

H. A. WHITNEY, *Mechanical Superintendent.*

A.—INTERCOLONIAL RAILWAY.

STATEMENT shewing the number of Locomotives and the various classes of Cars on the 1st July, 1880, and on the 30th June, 1881.

Particulars.	Locomotives.	The Various Classes of Cars.																
		First Class Passenger	Second Class Passenger.	Postal and Smoking.	Baggage and Express.	Vans.	Box Freight.	Cattle.	Hay.	Platform—10 Tons.	Hoppers—5 Tons.	Gondola—15 Tons.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Total.
On hand, 1st July, 1880, serviceable	111	46	36	15	18	35	1,050	64	33	1,042	864	.....	3,203	27	9	4	40
do do condemned	.....	.....	.....	.....	.....	1	12	2	1	4	.....	.....	20	.....	.....	.....	.....
Total stock, 1st July, 1880	111	46	36	15	18	36	1,062	66	34	1,046	864	.....	3,223	27	9	4	40
Purchased and charged to working expenses	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do Capital Account, Rivière du Loup Branch	12	2	2	.....	2	.....	80	.....	.....	74	.....	.....	.....	1	.....	.....	.....
Built at Moncton works, for Rivière du Loup Branch	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sold Canada Pacific Railway	*2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchased to replace above charged to working expenses	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sold replaced by new	*6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Condemned—replaced by Gondola cars	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228	76	.....	.....	.....	.....	.....
Changed from box cars to flangers	.....	.....	.....	.....	.....	.....	*12	.....	.....	*2	.....	.....	.....	.....	.....	14	.....
do hay to box cars	.....	.....	.....	.....	.....	.....	34	.....	*34	.....	.....	.....	.....	.....	.....	.....	.....
Total stock, 30th June, 1881	121	48	38	15	20	39	1,164	66	.....	1,118	636	76	3,220	28	9	18	55
Condemned cars in hand, 1st July, 1880	.....	.....	.....	.....	.....	1	13	2	.....	4	.....	.....	20	.....	.....	.....	.....
Condemned during the year	.....	.....	.....	.....	.....	3	25	3	.....	30	228	.....	289	.....	.....	.....	.....
	.....	.....	.....	.....	.....	4	38	5	.....	34	†228	.....	309	.....	.....	.....	.....
LESS—Rebuilt during the year	.....	.....	.....	.....	.....	4	26	5	.....	3	.....	.....	294	.....	.....	.....	.....
Condemned, 30th June, 1881	.....	.....	.....	.....	.....	.....	12	.....	.....	3	.....	.....	15	.....	.....	.....	.....
ADD—Serviceable and repairing	121	48	38	15	20	39	1,152	66	.....	1,115	636	76	3,205	.....	.....	.....	.....
Total stock, 30th June, 1881	121	48	38	15	20	39	1,164	66	.....	1,118	636	76	3,220	28	9	18	55

* "Deduct." † Replaced by 76 Gondolas.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for Year ending 30th June, 1881.

Months.	Locomotive Mileage.		Car Mileage.							Average.		Snow Ploughs and Flangers.
	Passenger	Freight.	1st Class Passenger.	2nd Class Passenger.	Express, Postal and Baggage.	Box, Stock and Hay.	Platform.	Hoppers.	Total.	Passenger.	Freight.	
1880—July	69,889	141,170	202,958	125,290	132,413	1,499,435	391,211	206,357	2,557,664	6·58	14·85	.....
August	67,797	139,073	195,347	117,174	121,715	1,449,929	444,447	195,232	2,523,844	6·41	15·03	.....
September	65,381	135,897	201,331	119,757	121,062	1,502,067	354,446	128,139	2,4 6,802	6·75	14·60	.....
October	65,744	149,527	190,127	117,637	122,684	1,690,656	355,335	186,234	2,662,673	6·54	14·99	.....
November	66,295	157,548	168,171	118,481	123,794	1,602,034	504,690	210,199	2,727,369	6·19	14·70	3,569
December	67,393	180,180	169,708	122,171	129,443	1,628,841	491,407	296,601	2,841,471	6·26	13·43	8,137
1881—January	66,365	166,432	152,933	100,539	117,874	1,470,848	311,161	205,001	2,388,356	5·60	12·12	17,888
February	60,723	156,350	144,380	97,259	111,556	1,4 5,571	367,645	171,198	2,327,609	5·81	12·63	14,274
March	67,931	208,600	166,233	115,864	124,810	2,172,615	572,569	247,201	3,339,292	6·02	14·35	5,543
April	67,770	203,012	178,743	127,488	126,238	2,176,888	473,848	175,991	3,259,199	6·38	13·92	550
May	66,627	154,606	161,577	114,083	123,304	1,630,864	473,000	117,808	2,620,636	6·02	14·37	321
June	66,788	143,034	187,130	122,643	127,333	1,495,832	398,394	134,910	2,466,242	6·58	14·18	122
Totals	798,703	1,935,429	2,118,638	1,398,686	1,482,226	19,755,580	5,171,153	2,274,874	32,201,157	6·25	14·05	50,444

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for Year ending 30th June, 1881.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Lbs. of Tallow.	Lbs. of Waste.	Miles to hours in Steam.	Lbs. of Coal.	Pints of Oil.	Lbs. of Tallow.	Lbs. of Waste.
1880—July	25,294	261,975	6,345	17,113	8,943	4,276	10·35	5,806	6·53	3·41	1·63
August	24,865	256,816	6,106	16,740	8,663	4,334	10·40	5,325	6·51	3·37	1·68
September	24,102	251,232	6,313	16,196	8,581	4,511	10·42	5,631	6·44	3·41	1·79
October	25,709	265,938	7,075	17,443	8,242	4,484	10·34	5,959	6·55	3·09	1·68
November	27,717	283,043	7,249	18,951	7,717	4,397	10·21	5,735	6·69	2·72	1·55
December	30,700	315,409	8,335	18,643	9,074	4,569	10·27	5,919	5·91	2·87	1·44
1881—January	30,014	301,308	8,281	17,518	8,810	4,421	10·03	6,156	5·81	2·92	1·46
February	23,230	286,199	7,347	15,622	7,892	3,987	12·32	5,750	5·45	2·75	1·39
March	34,293	350,825	8,356	17,561	9,700	4,723	10·23	5,335	5·05	2·76	1·34
April	32,130	338,713	7,741	15,995	9,214	4,790	10·54	5,119	4·72	2·72	1·41
May	26,663	279,466	6,024	13,631	7,836	4,230	10·48	4,828	4·80	2·80	1·51
June	24,824	262,154	5,752	12,806	7,496	4,038	10·56	4,914	4·88	2·85	1·54
Total	329,361	3,453,078	84,924	198,219	102,168	52,760	10·48	5,509	5·74	2·95	1·52

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive power for each month, from 1st July, 1880, to 30th June, 1881.

Months.	Miles run by Engines.	Drivers and Firemen's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines and Tools.	Water.	Miscellaneous, Engineer houses, Mechanical Staff.	Total.	Average cost per 100 Miles.						
									Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Miscellaneous.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880—July	261,975	11,280 45	14,163 34	2,990 47	14,046 12	1,080 46	5,376 63	48,937 47	4 30	5 41	1 14	5 36	0 42	2 05	18 68
August	256,816	11,920 38	14,726 22	2,816 82	14,300 06	1,863 45	2,341 93	47,968 86	4 64	5 73	1 09	5 57	0 73	0 91	18 67
September	251,232	11,915 63	15,600 06	2,907 61	14,044 32	2,404 53	2,303 17	49,175 32	4 74	6 21	1 16	5 59	0 95	0 92	19 57
October	265,938	11,531 55	16,261 37	2,634 40	15,348 04	2,624 01	3,121 33	51,520 70	4 33	6 11	0 99	5 78	0 99	1 17	19 37
November	283,043	10,695 37	15,560 11	2,576 11	15,073 56	2,297 42	3,867 57	50,070 14	3 78	5 49	0 91	5 32	0 81	1 37	17 69
December	315,409	11,563 47	19,212 15	2,968 73	16,693 64	2,165 65	3,434 78	56,038 42	3 67	6 08	0 94	5 29	0 69	1 09	17 76
1881—January	301,308	11,834 07	19,496 01	2,702 65	19,455 45	2,773 31	4,225 11	60,486 60	3 96	6 47	0 88	6 45	0 92	1 40	20 08
February	286,199	10,836 51	16,986 22	2,370 33	17,420 64	1,909 39	3,420 82	52,943 91	3 97	5 93	0 83	6 09	0 66	1 19	18 49
March	350,825	13,296 03	19,461 46	2,736 71	19,164 49	2,058 75	3,843 07	60,560 51	3 81	5 54	0 78	5 46	0 59	1 09	17 27
April	338,713	12,944 56	18,478 50	2,678 94	12,348 52	1,830 78	3,873 77	52,155 07	3 83	5 45	0 80	3 64	0 54	1 14	15 40
May	279,466	11,210 25	13,559 89	2,131 40	5,064 97	2,441 64	2,998 86	37,407 01	4 01	4 86	0 76	1 81	0 87	1 07	13 38
June	262,154	8,389 62	1,662 86	1,696 98	4,330 46	1,042 77	2,612 14	19,734 83	3 20	0 63	0 64	1 65	0 40	1 00	7 52
Total	3,453,078	137,417 89	185,168 19	31,211 15	167,290 27	24,492 16	41,419 18	586,998 84	3 98	5 36	0 91	4 84	0 71	1 19	16 99

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ending 30th June, 1881.

The miles run by trains were	2,813,723
do engines were	3,453,078
do cars were	32,201,157
do snow ploughs were	50,404
	$ cts.
The cost of locomotive power	586 998 84
do repairs to cars	236,200 37
Oil and waste for packing	15,422 49
Repairs to passenger cars	56,983 46
do postal, express and baggage cars	16 003 50
do freight cars and vans	146,842 74
The cost of locomotive power per 100 miles run by train was	20 86
do do do engines	16 99
do do do cars	1 82
The cost of repairs to cars per 100 miles by train	8 20
do do engines	6 84
do do cars	0 73
The cost of oil and waste for packing per 100 miles by train	0 54
do do do engines	0 44
do do do cars	0 04
The cost of repairs to passenger cars per 100 miles run by them	1 69
do postal, express and baggage do	1 07
do freight cars and vans do	0 53

H. A. WHITNEY,
Mechanical Superintendent.

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada, 31st Decem

(This Return is made up in accordance with the Provisions of

Date.	Time of Night or Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1880.						
July 28...	9.45 a.m..	.....	Special	H. Garnett.....	C. Tobin.....	98
					J. Glennon	93
do 28...	12.55 a.m..	14	Freight.....	J. Coffey	F. Harris	108
do 29...	.....	Special..	Ballast	W. J. Ross.....	G. H. Feetham	78
Aug. 2...	10.00 a.m..	do	do	L. Couture.....	A. Lacroix	6
do 23...	9.30 a m..	do	do	L. Proulx	J. Jones.....	36
do 28...	2.15 p.m..	30	Accommodation.	J. McLeod	C. Atkinson	21
					W. Bastin.....	38
Sept. 3...	3.50 p m..	.....	Pilot engine	M. T. Marchessault.....	D. W. Sullivan.....	92
do 3...	.....	.....	Special.....	A. McPherson.....	J. I. Smith	8
do 6...	9.50 a.m..	12	Freight	J. Coffey	A. Donald.....	106
Sept. 15...	10.10 p.m.	.....	Special.	Geo. J. Snyder.....	Donald McNeil.....	72
do 18...	12 noon ...	.....	Shunting engine.	.....	R. James.	100
do 27...	4.45 a.m...	.....	Special.	B. Walker	S. Jones	1
Oct. 7...	9.15 a.m...	.....	do	W. Foster.....	J. Clark.....	88

RAILWAY.

on the Line of the Intercolonial Railway, during the Half Year ending ber, 1880.

the Consolidated Railway Act of 1879, 42 *Vic., cap.* 9, *sec.* 55).

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Richmond	Alex. McNeil.....	Neither....	Walking on track; was struck by train.	Severely injured.	
Amherst.....	Archie Hazlett...	Employé..	Fell from top of cattle car.	Badly hurt....	
Athol	— Robertson.....	Neither....	Attempting to get on cars while in motion, and fell.	Hand crushed	
St. Paschal	P. Lafranc.....	Employé..	While coupling cars in siding.	Hand jambed.	
St. Jean Port Joli	C. Belanger.....	Neither....	Caught between tender and cars.	Foot smashed.	
St. Flavie.....	James Reid	do	Stealing a ride between the box cars, he fell off on the rails when the train started.	Leg cut off below knee.	
St. Roch Pit.....	L. Mignault.....	Employé..	Was stooping down between the two tracks, and when he saw trains coming got up, and was run over.	Leg cut off above knee.	
Campbellton	Silas Steven	do ..	Getting on van after turning the switch.	Injured his knee.	
Amherst.....	Chas. H. Porter.	do ..	While shunting cars, got caught between the draw-bars of two box cars.	Left hand hurt	
½ mile west of St. Roch Pit switch.	Jos. S. Gagnon..	do ..	Collided with Conductor Gagnon's ballast train, damaging nine cars and both engines.	Killed	Accidental death.
St. John.....	Dillon Bustin.....	do ..	Cars left the track at foot of Sheffield St., throwing him from top of box car.	Right leg broken.	
L'Islet tank.....	Jos. Rémillard...	Neither....	When coming to tank for water, was run into by another train following, damaging six cars and injuring Rémillard.	Fatal	That Con. Chas. Gilley and Driv. Jno. Hodson did feloniously and with negligence cause the death of the aforesaid.
Stellarton.....	B. H. DeWolf....	Employé..	While shunting and in attempting to get on train slipped, the car wheel passing over his foot.	Injuring right foot.	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in

Date.	Time of Day or Night.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1880.						
Oct. 16...	11.30 p.m.	.....	Special	J. T. McGinn	J. McDonald.....	54
do 16...	9.00 p.m...	.....	do	W. T. Sprange.....	C. C. Brown.....	34
do 25...	3.20 p.m...	G.T.R. 7	.....	G.T.R. J. Tardif.....	G.T.R. G. Bryan.....	378
Oct. 26...	7.55	34	Freight.....	L. H. Levasseur.....	P. Morency.....	111
do 29...	1.00 a.m...	14	Freight.....	J. Berry	G. A. Kantly.....	108
do 30...	7.10 p.m...	27	Express.....	M. Letarte.....	J. McDonald.....	54
Nov. 5...	5.00 p m...	....	Shunting.	H. N. Cannon.....	A. McCabe.	33
10...	1.05 p.m...	1	Express.....	Jas. E. Geldert.....	S. Trider	58
do 11...	7.45 p.m...	.....	Shunting.	.....	A. B. White.....	94
Nov. 15...	....	.....	Wood train.	John Henchy.....	D. Mains.....	116

RAILWAY.

Canada, on the Line of the Intercolonial Railway, &c.—*Continued.*

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Moncton.....	Nich. Dussault...	Employé..	When in the act of coupling engine to train.	One finger jammed.	
Chatham Junction.	J. McBeam.....	do ..	Coupling cars on siding, got his arm caught between the buffers of two box cars.	Bruising arm.	
G.T.R. 3 miles west of Point Lévis.	— Francoeur.....	Neither....	When approaching Fitch's Crossing he tried to pass in front of train, but was struck by engine.	Fatal.....	Accidental death.
½ mile west of Hadlow.	J. Lawrence.....	News Agt.	Supposed to have fallen between second class car and van; when found his head was severed from his body.	Fatal.....	Found dead on the track.
Amherst.....	H. Buchanan.....	Employé..	While coupling cars his thumb got caught between head of pin and car.	Bruised.	
St. Thomas.	Two persons; names not given	Passeng'rs	When stopped on St. Thomas bridge to take water, a girl and a man stepped off train supposing they were at the station; girl fell into the water and was unhurt, the man fell on the ground.	His neck slightly hurt.	
Point du Chêne.	Gaïus Torrie.....	Employé..	While shunting on wharf coupling train on engine slipped from cow-catcher.	Sprained his ankle.	
Spring Hill.....	Ernest Fowler ...	Neither....	Attempting to cross track in front of train was caught by engine and run over.	Fatal.	Accidental; no blame being attached to any of the railway employées.
Moncton.....	Walter Willing..	Employé..	Coupling engine and box car together got hand caught between drawbars.	Two fingers jammed.	
St. Alexandre....	J. Henchy	do ...	Eleven cars broke loose going into siding and to open switch jumped off rear car when in motion.	Hurting his knee.	

INTERCOLONIAL.

RETURN of Accidents and Casualties which have occurred in

Date.	Time of Day or Night.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1880.						
Nov. 18...	6.20 p.m.	30	Accommodation	J. McLeod.....	D. Sulivan.....	.....
do 26...	10.00 a.m.	.....	Shunting.....	.....	R. Jones	100
do 27...	2.15 p.m.	.....	Special.....	F. Dumond.....	G. Montgomery.	11
do 27...	9.30 p.m.	.....	do	James Craigie.....	Jas. Stockall.....	35
do 28...	3.00 p.m.	.....	do	J. Guay.....	A. Lacroix.....	116
Dec. 1...	7.45 p.m.	6	Freight.....	A. W. Milick.....	J. R. Moore	46
do 1...	.....	36	do	W. Sutherland.....	T. Quinn.....	25
do 3...	3.00 p.m.	.....	Special.....	J. Guay.....	O. McGinity.....	101
do 10...	4.15 p.m.	6	Freight	R. A. Rainnie.....	W. J. Hunter	14
do 30...	11.55 p.m.	24	do	C. J. Rhodes.....	G. B. Storey.....	89

RAILWAY.

Canada, on the Line of the Intercolonial Railway, &c.—*Continued.*

Place of Accident	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
¼ mile north of Campbellton..	Octave Hudon ...	Employé..	Fell from top of box cars, and the wheels of three cars passed over him.	Fatal.....	Accidental death
St. John.....	F. Irvine.	do ...	While shunting in yard, had one finger of right hand caught in shackling of a coal hopper.	Flesh torn.	
Chaudière Curve	Xavier Langlois.	do ...	While coupling cars on to train, got hand caught.	One finger cut off and one jammed.	
Shubenacadie....	E. Hurley.....	do ...	Thrown over the rear end of flat cars while shunting, wheels passing over him.	Collar bone broken and legs torn and bruised.	
St. Alexandre....	P. McGee.....	do ...	While coupling cars.....	Hand jammed.	
Sussex.....	John Hipwell. ...	do ...	While drawing pin on tender of engine, got his foot caught in frog.	Hind wheel passed over foot.	
Causapscal.....	E. Jean.....	do ...	While taking water at tank, slipped off tender.	Injuring his back.	
Chaudière	Philippe Verret..	do ...	While coupling cars got one of his fingers smashed.	Broken in three places.	
Hampton.	J. Dunlop	do ...	While shunting got jammed between buffers of cars.	Arm slightly hurt.	
Moncton.....	P. Russell	do ...	While engaged in coupling.	Fingers smashed.	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada, 30th June,

(This Return is made up in compliance with the Provisions of

Date.	Time of Day or Night.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1881.						
Jan. 5...	3.15 a.m.	.....	Special.	W. T. Sprange.....	A. McCabe.....	14
do 7...	3.00 p.m.	.....	Shunting.....	.....	B. Goodwin.....	29
do 13...	3.00 p.m.	.....	do	.....	J. McDermott.....	99
do 17...	9.30 p.m.	15	Freight.....	Jas. McDonald.....	A. Culder	32
do 18...	9.10 a.m.	35	do	D. Hunter	D. Pinco.....	114
do 20...	12.15 a.m..	35	do	J. Lockhart.....	P. Ashe	114
do 21...	9.30 p.m.	.....	Special.	F. A. Davidson	Neil McLean.....	31
do 24...	11.00 p.m.	.....	do	W. J. Campbell.....	W. D. Martin.	50
do 25...	6.00 p.m.	.....	Shunting.....	.....	J. McDermott.	99
do 26...	7.00 p.m..	.....	Special	W. J. Dickson	J. Probert.....	78
Feb. 4...	7.25 a.m..	7	Express	Jas. Millican.....	Thos. Gammon ..... / M. F. Jones.....	73 / 53
do 7...	1.30 p.m..	.....	Special	J. Hartenstein	B. Goodwin.....	29
do 7...	2.30 p.m..	.....	do	T. C. Campbell.....	P. Ashe	43

RAILWAY.

on the Line of the Intercolonial Railway, during the Half Year ending 1881.

the Consolidated Railway Act of 1873, 42 *Vic., Cap.* 9, *Sec.* 55.)

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Near coal branch	J. Murphy	Employé..	While coupling got caught between tender and cars.	Breast and loins jammed.	
Campbellton. ...	J. Hartenstein ...	do ...	While engine, with flanger, was clearing yard, struck and knocked him down.	Slightly injured.	
Moncton.....	Fred. Compton...	do ...	While uncoupling cars....	Hand jammed.	
Folly Bridge.....	Augustus Rolston (colored).	Neither....	Supposed to have fallen off bridge trying to get out of the way of engine.	Fatal..	Accidental death
Weldford.	J. Bushey.....	Employé..	While carrying a heavy piece of freight across track, slipped.	Wrenched his side.	
Chatham Junct'n	Geo. Needham...	do ...	When coupling engine on to some cars in siding.	Fingers jammed.	
Riversdale.....	Benj. Peterson ...	do ...	Draw bar pulled out and in running over hoppers to stop forward part of train, fell.	Hurt his leg.	
Norton.....	Gains Torrie.....	do ...	When stepping from first hopper to tender he slipped and fell off.	Right arm cut off and foot frozen.	
Moncton.....	D. Morton	do ...	While shunting jumped off foot board of engine and fell against switch frame.	Injured in groin.	
New Glasgow....	Daniel Davidson.	do ...	While shifting, got jam'd between flat car and hopper.	Hips hurt	
Apohaqui.....	Thos. Gammon .	do ...	Engine No. 73 left track, ran down embankment, turning bottom up in the ditch, he being found lying under the engine dead.	Fatal	Accidental death
Campbellton.....	J. Hartenstein ...	do ...	While shunting, got struck by engine and knocked under his van.	Severely bruised.	
Londonderry.....	Walter Willing..	do ...	Went in between tender and empty hopper to couple, and got arm caught.	Strained wrist	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in

Date.	Time of Day or Night.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1881.						
Feb. 11...	11.00 p.m..	.....	Shunting	.....	O. Brock	96
do 11...	2.00 p.m..	.....	do	.....	.....	.....
do 18...	4.00 p.m .	.....	Special	W. J. Ross.....	J. Probert	30
do 23...	1.00 p.m..	.....	do	G. McLeod.....	W. McLean	82
do 23...	3.30 a.m...	.....	Shunting.....	.....	J. McDermott.....	99
do 24...	4.00 p.m...	.....	.....	.....	.....	.....
Mar. 1...	11.25 a.m.	.....	Special	Geo. W. McCully.....	J. W. Nairn.....	107
do 3...	4.00 p.m...	.....	do	L. Proulx.....	P. Morency.....	111
do 4...	8.15 a.m...	23	Freight.....	J. W. Miller	R. Calder.....	32
do 5...	11.30 a.m.	18	Accomodation ...	J. Ahearn	J. Ross.....	35
do 12...	9.00 a.m...	31	do ...	Fred. Loasby.....	A. Bulmer..... 104 W. Russell..... 115	
do 12...	2.30 p.m...	.....	.....	.....	.....	.....
do 16...	4.10 p.m...	.....	Special	M. Daly	F. Harris.....	5
April 1...	8.00 p.m..	29	Express.....	J. B. Poulet.....	D. McNeil	41

RAILWAY.

Canada on the Line of the Intercolonial Railway, &c.—*Continued.*

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Chaudière	J. Lapointe	Employé..	When coupling cars, got caught between buffers.	Left arm hurt.	
Spring Hill	John Stevens(Indian).	Neither....	Got among cars while shunting was being done.	Left hand smashed.	
Truro Yard	John Parker	Employé..	In attempting to descend from auxiliary car while in motion, was struck by semaphore ladder.	Seriously hurt about the head.	
Londonderry	Thos. Lyons	do ...	While coupling the engine on to a flat car, got caught.	Squeezed across the hips.	
Moncton	John Hammett...	do ...	While coupling hopper to flat car, got left hand caught	Two fingers hurt.	
Truro	Chas. Hall	do ..	Fall of semaphore slipped and lever flew up, striking his face.	Face slightly hurt.	
Painsec Junction	Geo. McLeod	do ..	When coupling engine to train, got caught between draw bars.	Jammed in the hips.	
1 mile east of L'Islet.	François Moreau	do ..	Fell off box car, and was run over.	Fatal	Accidental death.
Londonderry	C. Graham	do ..	While coupling cars, got hand caught between buffers.	Three fingers hurt.	
Truro	George Currie ...	do ..	While passing alongside engine, lump of coal fell on him.	Head cut.....	
1 mile north of New Mills.	— McMillan	Neither....	Was struck by snow-plough while walking towards New Mills.	Severely bruised.	
Richmond	John Mullins.....	do	Fooling with the gear of coal shoot, started the handle, which struck him and threw him over the rails on the deck of a vessel.	Skull fractured.	
New Mills	F. Weldon.....	Employé..	While coupling cars, got his right hand caught.	Thumb bruised.	
Between Hadlow and Point Lévis	Mr. Murphy.....	Passenger.	Felt sick and went out on platform of second class car, and fell off.	Head cut.....	

INTERCOLONIAL.

RETURN of Accidents and Casualties which have occurred in

Date.	Time of Day or Night.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1881.						
April 5...	12.20 a.m..	29	Express.....	Thomas Corbett.....	John Bournett	114
do 5...	11.00 a.m..	35	Freight.....	D. Hunter	R. Dunbar.....	47
do 7...	9 30 a.m..	16	do	J. Berry	N. McLean.....	124
do 15...	8.30 a.m..	.....	Special	T. C. Campbell.....	Joseph Probert.....	79
do 20...	10.15 p.m..	.....	do	J. Craigie	T. Hanway.....	7
do 23...	11.00 p.m..	.....	do	W. J. Ross.....	John McDowall.....	12
May 1...	10.15 p.m..	Mail.	do	J. Couturier	J. Murphy.....	42
do 7...	1.45 p.m..	36	Freight	W. J. Sprange	T. McManus	115
do 10...	5.00 p.m..	.....	Shunting.....	....	E. S. White	94
do 14...	6.00 a.m.	3	Accommodation.	John McFadzen.	M. F. Jones	53
do 14...	1.00 a.m.	G.T.R. 8	.....	.....	.....	.....
do 17...	2.35 p.m.	.....	Shunting	....	E. Tobin.	98
do 20...	5.20 p.m.	36	Freight	Z. Lockhart	J. D. McKay.....	112
do 28...	7.40 p.m.	.....	Light Engine.....	.....	S. Jones.....	24

RAILWAY.

Canada, on the Line of the Intercolonial Railway, &c,—*Continued.*

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Berry's Mills.....	Mr. Ayers.....	Neither....	Says he jumped off train and, falling, one or more cars passed over him.	Leg cut off and face bruised	
Carleton	— Doucet	Employé..	While coupling cars.....	Hand cut	
½ mile north of Folly Bridge.	J. Berry	do ...	Wheel of conductor's van broke, and he was either thrown or jumped off car.	Head severely hurt.	
Sackville Grade.	Mike Poor	do ...	In attempting to jump off car he tripped on a sleeper.	Cut his leg....	
Bedford Grade...	T. Lyons	do ...	Had to part train on grade, and when coupling together, got caught between buffers.	Arm crushed.	
Stellarton.....	J. W. Scott	do ...	While coupling hoppers together.	Leg hurt.....	
¼ mile west of St. Paschal.	A. Boisvert	do ...	Supposed to have lost his balance and fell off train.	Fatal.....	Accidental death
Bathurst.....	W. Treen	do ...	When applying brake, ratchet slipped, and his arm was caught in wheel.	Arm wrenched and bruised.	
Moncton.....	Charles Porter...	do ...	While coupling engine to flat car, got caught.	Finger injured	
Pointe du Chêne	John Kerr	do ...	When putting on brake on top of box-car slipped and fell.	Injured leg & arm.	
Hadlow.....	....	G.T.R. employé.	Two G.T.R. engines got off track, and turned over on their sides owing to switch being left open.	Driver scalded.	
Richmond	Simon Mowatt...	Employé..	While working under a van, it was moved by other cars being shunted against it and wheels passed over his leg.	Leg crushed.	
Newcastle	Geo. Needham...	do ...	In moving freight he lifted a large coil of rope.	His breast hurt.	
St. Valier.....	Jean Roy.	Neither....	Was working on track and struck by engine.	Fatal.....	Accidental death

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in

Date.	Time of Day or Night.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1881.						
June 2...	11.30 a.m.	.....	Shunting.	....	T. O'Brien.....	98
do 5...	4.30 a.m.	12	Express.....	T. C. Hampbell.....	J. Sawyer.....	73
do 6...	7.00 p.m.	30	Accommodation.	P. Fontaine.....	A. Sharpe.....	23
do 14...	6.50 p.m.	....	Special.....	P. E. Heney.....	C. C. Brown.....	125
do 18...	9.10 p.m.	....	do	J. T. McGinn	F. Harris.....	8
do 19...	2.15 a.m.	....	do	J. W. King.....	J. McAuley.....	121
do 21...	9.30 p.m.	....	do	J. T. McGinn	S. Watson.....	43
do 22...	11.20 p.m.	.. ..	Freight	John Berry.....	G. B. Story.....	4

RAILWAY.

Canada, on the Line of the Intercolonial Railway, &c.—*Continued.*

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Richmond	Wm. Burton.....	Employé..	While coupling got caught in the chain hook.	Thumb jammed.	
Between Moncton & Memramcook.	John Noacoat (Indian).	Passenger	Died on the train.....	.....	Suffocation and excessive drink.
6 miles north of Campbellton.	L. J. Michon.....	Employé..	Fell from the top of train and smashed his skull.	Fatal.....	Accidental death
2½ miles south of Newcastle.	—— Morency. ...	Neither....	An Indian walking on track while intoxicated got struck by the Engine.	Hurt fatally.	
1¼ mile north of Weldford.	Rich Sweetman..	Employé..	Ran into hand-car.....	Leg slightly hurt.	
Passeheag	W. J. McCarthy.	do ...	Body found lying in middle of track having been run over.	Fatal.....	do
Bathurst.....	John Dickie.....	do ...	While coupling got hand caught between cars.	Two fingers jammed.	
Dorchester.....	W. J. Currie.....	do ...	While shunting got hand caught between drawbars of box and flat cars.	Fingers jammed.	

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENTS OFFICE,
CHARLOTTETOWN, 26th August, 1881.

SIR,—I have the honor to submit the following report on the operation of the Prince Edward Island Railway for the year ending 30th June, 1881, and to transmit herewith the accounts for the year, comprising:—

No. 1. Revenue Acount.
" 2. Locomotive Power.
" 3. Car Expenses.
" 4. Maintenance of Way and Works.
" 5. Station Expenses.
" 6. General Charges.
" 7. Monthly Statement of Earnings.
" 8. Statement of General Store Account.
" 9. General Balance.
" 10. Comparative Statement of Averages.

Report and statements prepared by the Mechanical Superintendent are also enclosed.

My connection with the Prince Edward Island Railway dates from November, 1880, at which time I was transferred from the position of General Storekeeper of the Intercolonial Railway to that of Superintendent of this road.

CAPITAL ACCOUNT.

The total expenditure on capital account to, 30th June 1880, was $3,466,588.57, since which date there has been no additional expenditure on this account.

REVENUE ACCOUNT.

Business generally having been more prosperous on the Island during the year the earnings of the road have increased considerably; with the exception of the year 1877-78 they were the largest in the history of the road.

The gross earnings were	$131,131	43
do previous year	113,851	11
Increase	17,280	32

The earnings per mile of railway compare with the previous year as follows:

1880-81—198½ miles operated	$660	61
1879-80 do	573	56
An increase per mile of	87	05
The increase in passenger traffic was	$5,508	44
do freight traffic	11,682	94
do from other sources	88	94
Total	17,280	32

The number of passengers carried in excess of previous year was 12,404; increase in tons of freight carried, 8,128.

Very considerable reductions were made in freight rates during the year, notably on potatoes and on goods ex-steamer "Northern Light," nevertheless the earnings have shown an increase.

Operating Expenses.

The operating expenses were $203,122.88.

In the expenditure for the year the following items are included: 19 miles of steel rails renewals, the construction and equipment of three freight and passenger stations and the introduction of "Haggas Water" supply system. No expenditure on similar improvements was incurred during the preceding year.

The increase in tonnage, hauled over 1879-80, amounted to 12.84 per cent., while the car mileage was only increased by 11.07 per cent.

Maintenance of Way.

With exception of 3052 lineal feet of steel rails laid east of Royalty Junction all the above referred to was placed on the main line between Charlottetown and Summerside where the traffic is heaviest and the curves most numerous. A considerable portion of the iron rails taken up can be relaid in other portions of the line where the traffic is lighter as soon as the rails now in use require removal.

There are now 30¾ miles of the line laid with steel, and 167¾ miles laid with iron rail, the former weighing 50, and the latter 40 pounds, to the yard. So far no breakage of steel rail from any cause has been reported. 63,801 sleepers were renewed during the year, as against 33,694 in 1879-80. It has been found that owing to the nature of the soil the average life of sleepers on the Island is less than in other places when gravel for ballast can be obtained.

The sleepers used in renewals have been of very superior quality, and better results are expected from them, than from those with which the line was originally laid. In point of manufacture they are equal to any used in the Dominion.

Sidings.

Three new sidings aggregating 1873 feet have been laid down, and five have been lengthened by 1,222 feet. Considerable additional siding accommodation will be required during the ensuing year.

Bridges.

All the bridges and culverts have been very carefully examined from time to time and all are now in good order.

Repairs were made to the superstructure of the following,—"Harpers" Richmond five houses. The drawbridge over the Morell received extensive repairs, costing seventeen hundred dollars.

Seven wooden culverts were built and eighty-eight cattle guards renewed.

Buildings.

Neat and commodious freight and passenger stations have been erected at York, Bedford and Bear River.

A flag station and platform was provided at Midgell.

Repairs were made to a number of stations. Platforms were extended and cattle pens provided where required.

To comply with the statute the roof of station houses through which trains pass were altered to give the required headway. A quantity of hose was procured for the purpose of protection against fire at Charlottetown. Water can now be thrown by the stationary engine in the Machine shops on any of the outlying buildings.

Fencing.

10,045 feet of snow fence was erected and 9,579 feet of that previously erected has been moved further back from the track to make it better serve the purpose for

which it was originally built. This necessitated the purchase of considerable land, as the original right of way was not wide enough to contain the accumulation of snow caught by the fences without blocking the track. 6,146 feet of pole fence was also built where most required.

It is in contemplation to build a quantity of barbed wire fence next year.

Water Supply.

The Haggas Water Elevator has been adopted at fifteen watering stations on the line, and gives excellent satisfaction. It has proved to be much superior and more economical than the system of windmills and elevated tanks formerly in use. The tanks in connection with this system being under ground below the reach of frost the Railway is relieved of the expense of keeping up tank houses, repairing windmills, furnishing fuel and attendance necessary to keep the elevated tanks from freezing in winter. Windmills are still in use at four stations, but the "Haggas Elevator" will be substituted at these places shortly, when the expense for water supply will be reduced to a minimum. The old tank houses will be taken down or otherwise disposed of to the best advantage.

Mechanical Department.

The want of increased locomotive power was severely felt last fall previous to the close of navigation, and also during the severe storms of last winter.

Two of the tank engines have been condemned as not being worth further repairs, and the remainder of the tank engines are of little use except for shunting purposes. Engines Nos. 11 to 18 inclusive of the ordinary American pattern have done excellent service.

Two Mason Farlie engines were received from the Kingston Works in November last, but so far have not given the satisfaction expected. They have already required and received extensive repairs. A balance of four thousand three hundred dollars on the contract price of these engines is still retained. At least two more locomotives should be procured to meet the requirements of the road.

The passenger cars are all in good order. The comfort and safety of the travelling public has been much increased by the equipment of these cars with the Miller platform and air brakes. Much needed improvements in lighting and ventilation have also been made. Four new passenger cars are needed to meet the requirements of excursion traffic in summer. These could be built in the Railway shops at Charlottetown. Six box and three platform cars were rebuilt, a larger number will require renewal next year as all the eight ton cars with which the road was originally equipped are shewing more or less signs of decay. A gain of two tons in the carrying capacity of each car rebuilt is effected. The snow ploughs, five in number, are all in good order. Another is required and will be built before next winter. They were run with great care and at a moderate speed last winter, and as a consequence only one derailment occurred.

Ten hand cars of an improved pattern were built, for the Track Department, to replace ones worn out.

Stores.

The stock of stores on hand June 30th, 1881, was as follows:—

Ordinary stores	$33,104 05
Fuel	798 41
Rails and fastenings	31,755 62
Total	65,658 08

The purchases for the year amounted to $69,301.58. Great care has been used to procure stores of good quality.

CASUALTIES.

Only one accident of any kind occurred during the year. On the 25th August, 1880, when two miles east of York station, two freight and two passenger cars of a regular train ran off the track and over a slight embankment, injuring several passengers.

The Superintendent then in charge of the line, was unable to determine the cause of the derailment.

Very great difficulty was experienced in operating the line during the past winter owing to frequent and heavy snow falls. The expense of clearing the track of snow and ice was very heavy, amounting to $11,426.22, and being obliged to run two locomotives on each train, a great deal of the time, was added materially to the working expenses, it is said to have been the worst winter for railroading since the opening of the line.

Every effort has been made to maintain the road and its equipment in a thorough state of efficiency, and it is satisfactory to be able to report that it never was in better condition than at present.

I have the honor to be, Sir,

Your obedient servant,

(Signed) L. B. ARCHIBALD,

Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer of Government Railways,
Ottawa.

No. 1.—PRINCE EDWARD ISLAND RAILWAY

REVENUE ACCOUNT for Year ended 30th June, 1881.

Previous Year.	Expenditure.		Year ended 30th June, 1881.	Previous Year.	Earnings.	Year ended 30th June, 1881.
$ cts.			$ cts.	$ cts.		$ cts.
57,580 58	Locomotive Power,	per Abstract 1.....	45,025 92	51,679 86	Passenger Traffic	57,188 30
26,200 14	Car Expenses	do 2.....	25,823 34	53,643 19	Freight Traffic.....	65,326 13
50,858 87	Maintenance Way and Works	do 3.....	98,301 59	8,528 06	Mails and Sundries.....	8,617 00
19,197 01	Station Expenses	do 4.....	22,165 99			
10,803 95	General Charges	do 5.....	11,806 04	113,851 11	Total Receipts	131,131 43
				50,789 44	Balance.....	71,991 45
164,640 55	Totals.....		203,122 88	164,640 55	Totals	203,122 88

THOMAS WILLIAMS,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1881.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power. (Abstract No. 1.)

Previous Year.	Details.	Year ended 30th June, 1881.
$ cts.		$ cts.
1,583 77	Mechanical Superintendent's salary, Clerks, office and travelling expenses	1,329 29
11,252 71	Wages of Drivers, Firemen and Cleaners	12,351 15
11,223 41	Fuel	11,909 86
1,136 84	Oil, tallow, waste and small stores	1,098 19
28,275 50	Repairs to engines, tenders, and engine tools	12,860 86
2,875 29	Water, including pump and tank repairs	4,364 36
1,233 06	Miscellaneous	1,112 21
57,580 58	Totals	45,025 92

THOMAS WILLIAMS,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1881.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses. (Abstract No. 2.)

Previous Year.	—	Year ended 30th June, 1881.
$ cts.		$ cts.
6,076 66	Repairs to passenger cars	6,762 00
137 50	do postal and baggage cars	800 51
7,381 56	do freight cars and vans	5,025 41
9,642 64	Wages of Conductors, Train Baggagemen and Brakesmen	9,725 87
718 15	Oil and waste for packing	643 28
1,859 82	Small stores and fuel	2,455 75
383 81	Miscellaneous	410 52
26,200 14	Totals	25,823 34

THOMAS WILLIAMS,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1881.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Maintenance of Way and Works.—(Abstract No. 3.)

Previous Year.	Details.	Year ended 30th June, 1881.
$ cts.		$ cts.
1,379 85	Engineer's salary, Clerks, office and travelling expenses	688 36
29,625 95	Wages in repairing road way, fences and semaphores	31,976 31
2,553 74	Rails, chairs and spikes	24,396 12
3,356 97	Sleepers	15,411 79
3,570 71	Timber and lumber for repairs to bridge, cattle guards, fences, etc	5,029 16
1,300 70	Repairs to wharves	501 26
1,672 26	do buildings	5,513 14
2,466 00	do snow-ploughs, flangers and tools	3,359 23
4,932 69	Clearing ice and snow	11,426 22
50,858 87	Totals	98,301 59

THOMAS WILLIAMS,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1881.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

Station Expenses.—(Abstract No. 4.)

Previous Year.	Details.	Year ended 30th June, 1881.
$ cts.		$ cts.
14,756 51	Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggagemen, Yardmasters, Switchmen, Watchmen and Laborers	16,146 02
4,440 50	Fuel, oil, light, stationery, tickets and other incidental expenses	6,019 97
.....	Miscellaneous	.....
19,197 01	Totals	22,165 99

THOMAS WILLIAMS,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1881.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

General Charges.—(Abstract No. 5.)

Previous Year.	Details.	Year ended 30th June, 1881.
$ cts.		$ cts.
4,250 06	Superintendent's and Train Despatcher's salaries, Clerks, office and travelling expenses	5,141 38
4,860 97	Accountant and Auditor's, Paymaster's and Cashier's salaries, Clerks, office and travelling expenses	4,872 82
675 23	Advertising	558 65
249 74	Damages to men, animals and goods	495 78
179 62	Telegraph expenses (not including pay to Operators)	304 13
588 33	Miscellaneous	433 28
10,803 95	Totals	11,806 04

THOMAS WILLIAMS,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1881.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

Monthly Statement of Expenses.

Months.	Locomotive Power.	Car Expenses.	Maintenance Way and Works.	Station Expenses.	General Charges.	Total Expenses.
1880.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July						
August						
September						
October						
November						
December						
1881.						
January						
February						
March						
April						
May						
June						
Totals						

THOMAS WILLIAMS,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1881.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

MONTHLY STATEMENT of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Receipts.
1880.	$ cts.	$ cts.	$ cts.	$ cts.
July	6,856 11	4,572 94	709 00	12,138 05
August	6,579 55	6,019 19	703 00	13,302 04
September	4,816 47	4,953 04	725 00	10,494 51
October	6,343 50	6,398 78	702 00	13,444 28
November	5,211 75	10,056 58	726 00	15,994 33
December	4,222 17	8,459 95	720 00	13,402 12
1881.				
January	2,853 18	1,190 14	747 00	4,790 32
February	1,880 03	1,350 68	743 50	3,974 21
March	3,210 69	3,974 84	735 00	7,920 53
April	4,884 86	5,120 53	702 00	10,707 39
May	5,372 69	8,864 14	705 00	14,941 83
June	4,957 00	4,365 32	699 50	10,021 82
Totals	57,188 30	65,326 13	8,617 00	131,131 43

THOMAS WILLIAMS,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1881.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Store Account, Year ended 30th June, 1881.

1880.	Dr.	$ cts.	$ cts.
June 30.....	To balance brought forward.....	.....	70,617 99
1881.			
June 30.....	To Purchases during the year.....	69,301 58	
	Charges from other Departments.....	4,275 60	
	Pay-rolls.....	2,656 71	
			76,233 89
1881.	Cr.		146,851 88
June 30.....	By Issues during the year	.....	81,193 80
	Balance. { Ordinary Stores.....$33,104 05		
	Fuel..... 798 41	.....	65,658 68
	Rails and fastenings on hand..... 31,755 62		

THOMAS WILLIAMS,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1881.

DR. No. 9.—PRINCE EDWARD ISLAND RAILWAY. CR.

GENERAL BALANCE.

	$ cts.		$ cts.
General Stores	65,658 08	Dominion Account	64,144 87
Cash	1,049 33	Accident Insurance	2,507 68
Stations	989 82	New Locomotives Suspense Account	4,300 00
Post Office Department	2,016 00		
Canadian Locomotive and Engine Co	666 35		
Militia Department	218 55		
Suspense Account	354 42		
Total	70,952 55	Total	70,952 55

THOMAS WILLIAMS,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1881.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages, for Year ended 30th June, 1881.

Details.	1881.	1880.
Mileage of railway open	198½	198½
Engine mileage	314,918	295,190
Train do	255,353	244,691
Car do	1,122,419	1,010,483
Receipts per engine mile.....Cents	41·64	38·57
do per mile of railway.....$	660·61	573·56
Percentage of passenger earnings to gross receipts	43·61	45·39
do freight do do	49·82	47·12
do other do do	6·57	7·49
Expenses per engine mile:—		
Drivers', Firemen's and Cleaners' wages	3·92	3·81
Fuel	3·78	3·80
Oil, tallow, waste and small stores	·35	·39
Repairs to engines	4·09	9·58
Water and tank repairs	1·39	·97
Miscellaneous	·35	·42
Total	13·88	18·97
Mechanical Superintendent's salary, office and travelling expenses	·42	·53
Cents	14·30	19·50
Locomotive power per engine mile	14·30	19·50
Car expenses do	8·20	8·88
Maintenance way and works do	31·21	17·23
Station expenses do	7·04	6·50
General charges do	3·75	3·66
Total.....Cents	64·50	55·77
Locomotive power per train mile	17·63	23·53
Car expenses do	10·11	10·71
Maintenance way and works do	38·50	20·78
Station expenses do	8·68	7·85
General charges do	4·62	4·41
Total.....Cents	79·54	67·28
Working expenses per mile of railway.....$	1,023 29	829 42

THOMAS WILLIAMS,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1881.

PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT of Freight Earnings for the Year ended 30th June, 1881.

Description of Freight.		Quantities.		Tons.		Amount.	
		1880.	1881.	1880.	1881.	1880.	1881.
						$ cts.	$ cts.
Oats	Bush.	575,441	412,526	9,787	7,029	12,422 64	8,789 02
Wheat and other grain	"	5,082	5,353	132	151	197 10	245 73
Potatoes and Roots	"	34,699	105,223	1,038	3,159	1,294 98	2,037 51
Flour	Brls.	15,963	15,939	1,597	1,543	2,419 97	2,743 01
Mackerel	"	9,188	20,387	1,378	3,059	1,584 45	3,576 23
Herring	"	685	1,478	103	312	185 79	442 49
Cod and other fish	"	.....	.....	526	608	920 56	1,373 19
Oysters	"	1,977	1,929	198	198	253 82	280 46
Fish Barrels	No.	10,999	24,817	227	468	532 68	1,170 45
Timber, hewn and unhewn	C. ft.	222,469	75,397	5,241	2,187	4,931 37	1,767 43
Lumber, sawn	S. ft.	1,589,444	2,901,314	2,010	3,645	1,992 13	2,980 63
Shingles	M.	4,253	4,544	639	796	863 49	873 15
Cordwood and Tanbark	Cords	1,498	1,945	2,444	3,489	1,663 82	1,981 03
Shingle Timber, &c	Cars.	.....	98	.....	925	.....	892 30
Coal	"	54	123	489	1,053	337 11	717 62
Lime	Brls.	1,023	1,871	106	204	103 75	220 58
Limestone	Cars.	46	107	407	968	226 26	370 92
Brick and Building Stone	"	22	83	188	755	117 62	465 37
Mussel Mud	"	238	63	2,174	574	648 64	170 09
Salt		.....	.....	1,029	1,571	1,070 40	2,005 21
Live Stock	No.	4,488	6,320	748	863	1,636 91	1,949 03
Pressed Hay		.....	.....	16	433	18 56	418 41
Fresh Beef		.....	.....	77	83	222 81	295 48
Pork in carcass		.....	.....	166	248	515 60	710 61
Pork in barrels	Brls.	377	3,083	57	462	108 00	798 78
Butter		.....	.....	42	37	155 62	143 49
Eggs	Pkgs.	11,253	16,369	415	607	970 02	1,583 50
Merchandize		.....	.....	5,974	9,909	17,316 86	25,486 10
Wharfage, Storage, &c		.....	.....	.....	.....	932 23	838 40
Total		.....	.....	37,208	45,336	53,643 19	65,326 13

STATEMENT OF PASSENGER TRAFFIC.

	1880.	1881.
Total number carried	90·533	102·937
Receipts	$51,679 86	$57,188 30
Receipt for each passenger	57·08	55·56

L. ARCHIBALD,
Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

CHARLOTTETOWN, 20th August, 1881.

SIR,—I beg to submit a report of the working of the Mechanical Department of the Prince Edward Island Railway, for the year ended 30th June, 1881.

Appended are the following statements:—

A. Statement of cost of locomotive power.

B. Statement of performance and consumption of locomotives.

C. Monthly statement of car mileage.

D. Statement showing number of locomotives and cars.

E. Comparative statement of the expenses of the Mechanical Department for the years 1880, and 1881.

Two old tank engines Nos. 6 and 8, have been laid aside, not being worth further repairs. Nos. 2, 3, 4 and 5 tank engines are doing very little service. They are running the Souris Express train, which consists of two cars only. Nos. 2 and 4, will require new tubes to keep them running even this light train. No. 10, is a heavy tank engine, and is very nearly used up. No. 9, is in very fair order and is used as a "shunter." No. 7 is in the shop under repairs, and when ready, will be in good order for shunting purposes.

Nos. 11, 12, 13, 14, and 16, Tender locomotives, have each received a set of new tubes. Nos. 13, 15 and 18 have received sets of steel tires. Nos. 11, 12, 13, 14, 15 and 17, have each received new tender frames, and trucks. No. 12, has a cracked fired-box, but will render considerable service yet, by careful attention. No. 17, will soon require a set of tubes, and steel tires. No. 18, will also soon require a set of tubes, and with some light running repairs, will be good for future service.

Nos. 19 and 20 freight engines, delivered late last November, have not been as serviceable as was expected. They were more in the shops, under repairs, during winter than on the road. From what has been done to them since, better results may be expected, in the future, as the English built engines grow older more extensive repairs are required. From this and the fact that the business is increasing, the eight engines numbering from 11 to 18 inclusive, have done much hard service. Nos. 19 and 20, will be serviceable for heavy loads and slow running, but we greatly need two more of the Baldwin type for general use, as our most reliable engines are in such constant demand, that we cannot keep them in the shops long enough for necessary repairs. I would, therefore, recommend the purchase of two more engines.

The first-class cars are in good order and are being very much improved by the adoption of the Miller platforms and vacuum brakes. They have also been given better ventilation, and increased closet accommodation. Four have been equipped with Miller platforms and vacuum brakes.

The second class cars and baggage cars, are in very good order. Two have been equipped with Miller Platforms and vacuum brakes.

The Postal cars and pay cars are in good condition.

The two Postal cars have also been equipped with Miller platform and vacuum brakes.

Two express trains have been equipped with the above improvements, which greatly add to the comfort of the travelling public. The old platforms, couplers and brakes will gradually be superseded by their introduction.

In reconstructing the Passengers Car Platforms we find the floor timbers weak. It will necessary in future to remove the weak timbers and substitute stronger ones.

If allowed to build four first class cars, of larger dimensions, it would be a great boon to the travelling public on our express trains in summer, as the older cars would give us increased accommodation for excursion trains. We are very short of cars for that purpose, having on all public occasions to temporarily seat platform cars, as the demand for all kind of rolling stock is increasing, the operation of re-seating these cars so often entails considerable expense on this department.

The conductors' vans are in good order.

The 10 ton box cars are also in very good order.

The 8 ton cars are deteriorating very fast.

The additional iron fastenings put on them have done good service, but now as the wood is getting tender, we will have to renew them more rapidly than in the past. Six were rebuilt during the year of 10 tons capacity.

The 10 ton platform cars are in good order, but the eight tons are shewing signs of weakness. Their renewal will also require additional attention in future. Three were rebuilt.

The 5 large snow ploughs are in good order.

The small engine ploughs are going out of service. A new plough will be built this autumn. It will also be necessary to rebuild two flanger cars.

The adoption of the Haggas Water Elevator is a great improvement on the former system of water supply. (See water expenses.) The remaining elevated tanks where it is possible to make the change will shortly be removed and the Haggas Water Elevator substituted.

I have the honor to be, Sir,

Your obedient servant,

A. STRONACH,

Mechanical Superintendent and Storekeeper.

L. B. ARCHIBALD, Esquire,
Superintendent P. E. I. Railway,
Charlottetown.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

A.—STATEMENT of the Cost of Locomotive Power, for the Year ended 30th June, 1881.

Months.	Miles run by Engines, less Ballasting.	Cost of							Average Cost per 100 Miles.						
		Engineers Wages	Fuel.	Oil, Tallow, Waste, etc.	Repairs.	Water, including Tank and Pump repairs.	Miscellaneous, including expenses of Office and Engine-houses.	Total.	Engine Men.	Fuel.	Oil, Tallow, etc.	Repairs.	Water.	Miscellaneous.	Total.
		$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880—July	31,496	1,076 88	879 59	60 96	1,127 29	126 74	156 64	3,428 10	3 42	2 79	0 19	3 58	0 40	0 50	10 88
August	31,358	1,073 25	951 83	74 93	583 03	196 02	164 15	2,043 21	3 42	3 04	0 24	1 86	0 62	0 52	9 70
September	29,169	1,023 19	775 41	60 30	774 73	546 95	160 83	3,341 41	3 50	2 66	0 21	2 65	1 87	0 56	11 45
October	29,341	1,025 16	856 21	52 11	796 23	339 15	156 40	3,225 26	3 49	2 92	0 18	2 71	1 16	0 53	10 99
November	30,884	1,077 37	1,162 73	92 59	1,179 18	3,057 72	223 10	6,792 69	3 49	3 77	0 30	3 81	9 90	0 72	21 99
December	25,522	1,041 78	1,165 28	106 22	1,730 43	203 89	386 60	4,634 20	4 08	4 56	0 42	6 78	0 80	1 51	18 15
1881—January	25,230	1,117 23	1,509 24	123 44	1,191 72	63 73	309 40	4,314 76	4 43	5 98	0 49	4 72	0 25	1 23	17 10
February	21,511	1,168 29	1,280 47	112 30	1,168 47	53 70	265 26	4,048 49	5 43	5 95	0 52	5 43	0 25	1 24	18 82
March	19,069	1,033 65	785 54	84 89	1,104 45	41 07	192 70	3,242 30	5 42	4 12	0 44	5 79	0 22	1 01	17 00
April	17,758	790 60	610 33	93 68	1,615 34	34 62	140 26	3,284 83	4 46	3 44	0 52	9 10	0 19	0 79	18 50
May	23,472	898 56	849 07	113 18	765 16	3 18	143 57	2,772 72	3 83	3 62	0 48	3 26	0 01	0 61	11 81
June	30,108	1,025 19	1,084 16	123 59	824 83	302 41	142 59	2,897 95	3 40	3 60	0 41	2 74	1 00	0 47	9 62
Totals	314,918	12,351 15	11,909 86	1,098 19	12,860 86	4,364 36	2,441 50	45,025 92	3 92	3 78	0 35	4 08	1 38	0 78	14 29

A. STRONACH,
Mechanical Superintendent and Storekeeper.

PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Cost of

Months.	Hours in steam.	Train Mileage.				Miles run by Engines.			
		Passengers.	Freight and Mixed.	Ballasting.	Piloting.	With train.	Light.	Shunting.	Total.
1880—July..	3,520	11,203	13,810	433	257	25,703	81	6,206	31,990
August.	3,553	10,534	13,812	284	1,072	25,702	141	5,879	31,722
September..	3,673	10,680	13,151	2,283	127	26,241	370	5,220	31,831
October	3,748	10,828	13,105	2,699	98	26,730	208	5,547	32,485
November	3,747	10,522	14,428	1,100	71	26,121	308	5,778	32,207
December	3,270	3,339	15,667	.....	851	19,857	46	5,619	25,522
1881—January	3,429	56	13,318	.....	7,807	21,181	312	3,737	25,230
February	3,585	.....	9,722	.....	7,926	17,648	579	3,284	21,511
March	2,459	.....	14,293	.....	953	15,246	296	3,527	19,069
April	2,267	1,034	13,087	.....	165	14,286	99	3,373	17,758
May..	2,991	5,214	13,671	531	.....	19,416	69	4,543	24,028
June.	3,573	11,148	13,422	1,012	.....	25,582	30	5,673	31,285
Totals	39,815	74,558	161,486	8,342	19,327	263,713	2,539	58,386	324,638

ISLAND RAILWAY.

DEPARTMENT.

Locomotives, for the Year ended 30th June, 1881.

Total Mileage of		*Average of Cars per mile run with train.	Average Mileage.		Consumption.				Consumption per 100 Miles run by Engine.			
Cars.	Snow Ploughs.		Miles to one hour in steam.	Of Cars to one of Engine.	Bushels of coal.	Pints of oil.	Pounds of tallow.	Pounds of waste.	Bushels of coal.	Pints of oil.	Pounds of tallow.	Pounds of waste.
111,369	.....	4·37	9·09	3·48	8,629	760	499	196	26·97	2·37	1·56	0·61
127,975	.....	5·19	8·93	4·03	9,360	880	563	213	29·50	2·77	1·77	0·67
121,230	.....	5·65	8·66	3·88	9,251	812	576	273	29·06	2·55	1·80	0·85
133,878	.....	5·02	8·67	4·12	10,551	738	571	263½	32·48	2·27	1·75	0·81
124,881	68	4·80	8·60	3·88	11,983	794	611	265	37·20	2·46	1·86	0·82
96,586	2,830	4·18	7·80	3·78	10,792	808	550	260½	42·28	3·16	2·15	1·02
51,340	11,331	3·84	7·36	2·03	13,720	944	672	239	54·38	3·74	2·66	0·94
34,206	12,651	4·52	6·00	1·59	11,619	804	668	202	54·14	3·73	3·10	0·94
71,651	3,301	5·01	7·76	3·76	7,229	642	491	212	37·91	3·36	2·57	1·11
80,630	129	5·71	7·84	4·54	6,977	564	469	218	39·23	3·17	2·64	1·22
107,746	.....	5·55	8·03	4·48	10,635	848	617	258	44·26	3·52	2·56	1·07
112,920	.....	4.41	8·48	3·61	12,572	956	867	292	40·18	3·05	2·77	0·93
1,174,412	30,310	4·80	8·15	3·61	123,318	9,550	7,154	2,892	37·98	2·94	2·20	0·89

* Deduct piloting in making these averages.

A. STRONACH,
Mechanical Superintendent and Store-keeper.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage for the Year ended 30th June, 1881

Months.	First class.	Second class.	Postal Baggage & Express.	Box, Stock and Hay.	Platform.	Total.
1880—July	27,850	22,841	6,797	35,198	18,683	111,369
August	27,666	22,382	7,213	53,950	16,764	127,975
September	24,673	20,418	6,451	41,237	28,451	121,230
October	26,367	24,186	6,469	46,154	30,702	133,878
November	24,348	24,353	4,486	55,983	15,711	124,881
December	17,833	18,204	4,195	46,870	9,484	96,586
1881—January	13,107	10,553	5,215	18,377	4,088	51,340
February	8,680	6,557	5,114	9,323	4,532	34,206
March	14,311	11,391	5,640	24,690	15,619	71,651
April	14,042	15,125	4,110	29,575	17,778	80,630
May	18,762	20,041	4,122	44,123	20,698	107,746
June	24,396	26,846	1,879	33,891	25,908	112,920
Totals	242,035	222,897	61,691	439,371	208,418	1,174,412
Less Ballasting	.....	5,697	.....	202	46,094	51,993
Balance	242,035	217,200	61,691	439,169	162,324	1,122,419

A. STRONACH,
Mechanical Superintendent and Storekeeper.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

D.—STATEMENT showing the number of Locomotives and the various classes of Cars on hand, 1st July, 1880 and 1881.

Particulars.	Locomotives.	Classification. 1st Class.	2nd Class.	Postal, Baggage & Express.	Box and Stock.	Platform.	Vans.	Pay Car.	Total.
On hand, 1st July, 1880	17	14	12	2	150	100	3	1	282
Condemned during the year	.....	.....	.....	.....	6	3	.....	.....	9
Serviceable	17	14	12	2	144	97	3	1	273
Purchased during the year	2	.....	.....	.....	.....	.....	.....	.....	2
Rebuilt during the year	.....	.....	.....	.....	6	3	.....	.....	9
Total Stock, 1st July, 1881	19	14	12	2	150	100	3	1	284

A. STRONACH,
Mechanical Superintendent and Storekeeper.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department, Year ended 30th June, 1880 and 1881.

	1881.	1880.
The miles run by trains were	255,353	244,691
do engines were	314.918	295,190
do cars were	1,122.419	1,010,483
do snow ploughs were	30,310	22,168
	$ cts.	$ cts.
The cost of locomotive power was	45,025 92	57,580 58
do repairs to cars was	12,587 92	13,595 72
do labor, oil and waste for packing was	643 28	718 15
do repairs to passenger cars was	6,762 00	6,076 66
do do postal, express and baggage cars was	800 51	137 50
do do freight cars and vans was	5,025 41	7,381 56
The cost of locomotive power per 100 miles run by trains was	17 63	23 53
do do do engines was	14 29	19 50
do do do cars was	4 01	5 69
The cost of repairs to cars per 100 miles run by trains was	4 93	5 55
do do do engines was	3 99	4 60
do do do cars was	1 12	1 34
The cost of labor, oil and waste for packing per 100 miles run by trains was	0 25	0 29
do do do do engines was	0 20	0 24
do do do do cars was	0 05	0 07
Repairs to passenger cars per 100 miles run by trains	2 64	2 48
do postal, express and baggage cars	0 31	0 05
do freight cars and vans	1 96	3 01

A. STRONACH,
Mechanical Superintendent and Storekeeper.

CANADIAN PACIFIC RAILWAY.

ACCOUNTANT'S OFFICE,
WINNIPEG, 24th October, 1881.

DEAR SIR,—I beg to transmit herewith the accounts for the operation of the Canadian Pacific Railway, for the year ending 30th June, 1881.

I have the honor to be,

Your obedient servant,

D. S. CURRY.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Government Railways.

CANADIAN PACIFIC RAILWAY.

DR. **No. 1.—REVENUE ACCOUNTS Ten Months of the year ending 30th June, 1881.** CR.

Five Months ending 30th June, 1880.	Expenditure.	Ten Months of the year ending 30th June, 1881.	Five Months ending 30th June, 1880.	Receipts.	Ten Months of the year ending 30th June, 1881.
$ cts.		$ cts.	$ cts.		$ cts.
30,035 75	Locomotive Power, per Abstract 1.....	85,415 91	32,530 50	Passenger Traffic.....	101,749 09
10,504 23	Car Expenses do 2.....	31,186 77	64,271 66	Freight Traffic.....	164,252 32
16,449 83	Maintenance Way and Works do 3.....	55,959 22	8,173 53	Mails and Sundries.....	25,496 65
10,501 83	Station Expenses do 4	31,133 61			
9,052 51	General Charges do 5.....	26,422 91			
76,544 15		233,118 42			
2,347 86	Car Mileage.....	3,826 56			
78,892 01		236,944 98			
26,083 68	Balance.....	54,553 08			
104,975 69	Totals.....	291,498 06	104,975 69	Totals.....	291,498 06

D. S. CURRY,
Accountant, C.P.R.

WINNIPEG, 30th June, 1881.

CANADIAN PACIFIC RAILWAY.

No. 2.—Locomotive Power.—(Abstract No. 1.)

Five Months ending 30th June, 1880.		Ten Months of the year ending 30th June, 1881.
$ cts.		$ cts.
956 86	Mechanical Superintendent's salary, Clerks, office and travelling expenses	2,187 72
7,754 33	Wages of Drivers, Firemen and Cleaners	25,332 61
15,717 00	Fuel	31,506 18
521 75	Oil, tallow, waste and small stores	2,534 42
5,006 46	Repairs to engines, tenders and engine tools	12,605 09
79 35	Miscellaneous	1,767 67
.....	Water, including pump and tank repairs	9,482 22
30,035 75	Total	85,415 91

D. S. CURRY,
Accountant, C.P.R.

Winnipeg, 30th June, 1881.

CANADIAN PACIFIC RAILWAY.

No. 3.—Car Expenses.—(Abstract No, 2.)

Five Months ending 30th June, 1880.		Ten Months of the year ending 30th June, 1881.
$ cts.		$ cts.
485 00	Repairs to passenger cars	2,541 92
225 00	Repairs to postal, express and baggage cars	1,635 65
3,341 42	Repairs to freight cars and vans	10,823 40
4,940 67	Wages of Conductors, Train Baggage Masters and Brakesmen	18,069 48
343 86	Oil and waste for packing	165 53
1,000 78	Small stores and fuel	596 81
167 50	Miscellaneous	354 00
10,504 23	Total	34,186 79

D. S. CURRY,
Accountant, C.P.R.

Winnipeg, 30th June, 1881.

CANADIAN PACIFIC RAILWAY.

No. 4.—Maintenance of Way and Works.—(Abstract No. 3.)

Five Months ending 30th June, 1880.		Ten Months of the year ending 30th June, 1881.
$ cts.		$ cts.
139 50	Engineer's salary, Clerks, office and travelling expenses	
12,094 62	Wages in repairing roadway, fences and semaphores, including new sidings laid in	46,176 00
	Rails and fastenings, including new sidings laid in	
	Sleepers	
	Timber, lumber, etc., for repairs to bridges, cattle guards, crossings, fences, etc	252 60
	Repairs to wharves—Miscellaneous	381 26
	do buildings and platforms, including extensions, etc	324 16
	do snow ploughs, flangers and tools	581 59
4,215 71	Clearing ice and snow	8,243 61
16,449 83	Total	55,959 22

D. S. CURRY,
Accountant, C.P.R.

Winnipeg, 30th June, 1881.

CANADIAN PACIFIC RAILWAY.

No. 5.—Station Expenses.—(Abstract No. 4.)

Five Months ending 30th June, 1880.		Ten Months of the Year ending 30th June, 1881.
$ cts.		$ cts.
8,073 86	Salary and wages of Station-Masters, Agents, Clerks, Telegraph Operators, Station Baggage Master, Yard Masters, Switchmen, Watchmen and Laborers	25,395 80
2,386 11	Fuel, oil, light, stationery, tickets and other incidental expenses	5,638 46
41 86	Miscellaneous	99 35
10,501 83	Total	31,133 61

D. S. CURRY,
Accountant, C.P.R.

Winnipeg, 30th June, 1881.

No. 6.—CANADIAN PACIFIC RAILWAY.

General Charges. (Abstract No. 5.)

Five Months ending 30th June, 1881.		Ten Months of the year ending 30th June, 1881.
$ cts.		$ cts.
2,903 81	General Superintendent and Superintendent and Assistants' salaries, Train Despatchers, Clerks and Passenger and Baggage Agents and Assistant General Freight Agents, office and travelling expenses	6,791 80
4,641 73	Accounting Department, salaries of Accountant, Auditor, Paymasters and Cashiers, Clerks, office and travelling expenses	8,868 86
10 00	Damages to men, animals and goods	3,632 80
.....	Ferry Service	9 15
244 17	Telegraph expenses (not including pay to Operators)	888 51
1,252 80	Miscellaneous, printing, advertising, etc.	6,231 71
.....	Agency expenses	.....
9,052 51	Totals	26,422 91

D. S. CURRY,
Accountant, C.P.R.

WINNIPEG, 30th June, 1881.

No. 7.—CANADIAN PACIFIC RAILWAY.

DR. GENERAL STORES ACCOUNT, for ten Months of the Year ended 30th June, 1881. CR.

1881.		$ cts.	1881.		$ cts.
June 30....	To Balance	11,028 06	June 30...	To Issues during the year	149,283 85
	Purchases during the year	97,990 10			
	Charges from other Departments	13,901 53			
	Pay-rolls	26,364 16			
	Total	149,283 85		Total	149,283 85

D. S. CURRY,
Accountant, C.P.R.

WINNIPEG, 30th June, 1881.

No. 8—CANADIAN PACIFIC RAILWAY.

DR. GENERAL BALANCE, for ten Months of the Year ending 30th June, 1881. CR.

	$ cts.		$ cts.
			116,803 03
Construction Suspense Account	9,187 53	Dominion Account	3,331 20
Canadian Pacific Railway Company	110,415 94	Intercolonial Railway	22 90
Chicago Milwaukie St. Paul Co	196 11	Contract No. 15 (Whitehead & Co.)	
Vermont Central Railway	83 15	Michigan Central Railroad	
St. Boniface Junction Agent	24 07		
Delaware Hudson Canal Co	4 32		
St. Paul and Duluth Railway	4 34		
St. Boniface Ticket Agent	241 67		
Total	120,157 13	Total	120,157 13

D. S. CURRY,
Accountant, C.P.R.

WINNIPEG, 30th June, 1881.

No. 9.—CANADIAN PACIFIC RAILWAY.

COMPARATIVE STATEMENT of Averages for ten Months of the Year ending 30th June, 1881.

	1880.	1881.
Mileage of railway open	160	268
Engine mileage	86,814	315,343
Train do	69,164	214,607
Car do	692,485	2,580,609
	$ cts.	Cents.
Receipts per engine mile	1·20·92	92·4384
do mile of railway	656·10	1087·68
	Cents.	Cents.
Percentage of passenger earnings to gross receipts	31·00	0·35
do freight do do	61·00	0·56
do other do do	8·00	0·09
Expenses per engine mile—		
Drivers', Firemen's and Cleaners' wages	8·93	8·03
Fuel	18·10	9·99
Oil, tallow, waste and small stores	0·60	0·80
Repairs to engines	5·77	4·00
Water and bank repairs	.....	3·01
Miscellaneous	0·09	0·56
Total	33·49	26·39
Mechanical Superintendent's salary, office and travelling expenses	1·10	0·69
	34·59	27·08
Locomotive power, per engine mile	34·59	27·08
Car expenses do	12·10	10·84
Maintenance way and works do	18·95	17·75
Station expenses do	12·10	9·87
General charges do	10·43	8·38
	88·17	73·92
Car mileage	2·70	1·22
Total per engine mile	Cts. 90·87	Cts. 75·14
Locomotive, power, per train mile	43·43	39·80
Car expenses do	15·18	15·93
Maintenance way and works do	23·78	26·08
Station expenses do	15·18	14·50
General charges do	13·09	12·31
	110·66	108·62
Car mileage	3·41	1·78
Total per train mile	114·07	110·40
Working expenses per mile of Railway	493·08	884·12

D. S. CURRY,
Accountant, C.P.R.,

WINNIPEG, 30th June, 1881.

A.—CANADIAN PACIFIC RAILWAY.

STATEMENT shewing the number of Locomotives and the various classes of Cars for ten months of the year ending the 30th June, 1881.

Particulars.	Locomotives.	First class Passenger.	2nd class Passenger.	Baggage and Smoking.	Baggage.	Box.	Platform.	Total.
On hand.....	10	6	.....	2	1	21	148	188

B.—CANADIAN PACIFIC RAILWAY.

STATEMENT of Locomotive and Car Mileage for ten Months of the Year ending 30th June, 1881.

Months.	Locomotive Mileage.	Car Mileage.						
	Freight and Passenger.	First class Passenger.	2nd class Passenger.	Express and Baggage.	Box	Platform.	Total.	Average, Passenger and Freight.
1880—July.....	12,412	9,858	200	9,212	45,146	155,995	220,411	.....
August.....	11,955	10,668	.....	8,490	55,155	184,054	258,367	.....
September.....	12,132	10,595	.....	8,627	67,494	191,460	278,176	.....
October.....	14,386	14,301	.....	10,609	62,198	198,867	285,975	.....
November.....	12,813	10,430	.....	8,147	60,995	102,057	181,629	.....
December.....	21,568	15,221	.....	8,328	103,613	86,206	213,368	.....
1881—January.....	21,093	12,759	.....	9,367	103,148	109,785	235,059	.....
February.....	23,610	12,040	.....	11,381	70,517	132,068	226,006	.....
March.....	29,573	18,624	.....	15,459	134,742	201,070	369,895	.....
April.....	24,290	21,615	.....	12,765	95,932	181,441	311,753	.....
May	.....	.....	.....	.....	.....	.....	.....	.....
June.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	183,852	136,111	200	102,385	798,940	1,543,003	2,580,639	.....

C.—CANADIAN PACIFIC RAILWAY.

ABSTRACT of Locomotive Returns for ten Months of the Year ending 30th June, 1881.

Months.	Consumption.						Average Consumption per 100 miles.				
	Hours in Steam.	Locomotive Mileage.	Cords of Wood.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.	Miles to Hours in Steam.	Cords of Wood.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.
1880—July	3,091	23,390	600	1,003	413	188	7·56	2 56	4·28	1·72	0·80
August	3,087	24,473	713	1,013	421	241	7 82	2·91	4·13	1·72	0 98
September	3,404	25,675	744¼	1,293	695	448	7·54	2 89	5·03	2·70	1·74
October	3,778	28,326	1,031	1,460	574	388	7·49	3·63	5·15	2·02	1·36
November	3,202	23,663	1,033	1,160	399	289	7·39	4·36	4·90	1·64	1·22
December	4,710	35,884	1,600	1,861	478	311	7·61	4·45	5·10	1·33	0·86
1881—January	4,333	33,211	1,230	1,869	505	472	7·66	3·70	5·62	1·52	1·42
February	4,976	37,517	1,332	1,633	422	452	7·53	3·55	4·35	1·12	1·20
March	5,628	45,471	1,400	2,354	489	496	8·07	3·07	5·17	1·07	1·09
April	4,691	37,733	1,281	1,786	483	627	8·04	3·39	4·73	1·28	1·66
Totals	40,900	315,343	10,964¼	15,432	4,879	3,912	7·71	3·47	4·89	1·54	1·24

D.—CANADIAN PACIFIC RAILWAY.

STATEMENT of the cost of Locomotive Power for each Month, from July, 1880, to April, 1881.

Months.	Miles run by Engines	Engineers' Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Miscellaneous, Engine-house, Mechanical Staff.	Total.	Average cost per 100 Miles.					
								Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Miscellaneous.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880—July	23,390	1,511 64	2,340 00	298 60	865 64	493 54	5,509 42	6 46	10 00	1 27	3 70	2 11	23 55
August	24,473	1,735 57	2,796 86	199 53	759 51	416 21	5,907 68	7 09	11 42	0 81	3 10	1 70	24 13
September	25,675	1,870 75	2,885 65	280 14	791 85	417 67	6,246 06	7 48	11 23	1 09	3 08	1 62	24 33
October	28,326	2,134 05	3,883 50	2 3 38	1,005 13	737 95	8,034 01	7 53	13 71	0 96	3 54	2 60	28 36
November	23,663	1,923 04	4,056 00	216 52	1,082 16	636 25	7,914 41	8 12	17 14	0 91	4 57	2 68	33 44
December	35,884	2,971 29	6,020 00	392 67	1,187 89	1,090 40	11,662 25	8 28	16 77	1 09	3 31	3 03	32 49
1881—January	33,211	2,888 02	4,589 00	439 20	1,927 40	1,952 28	11,795 90	8 69	13 81	1 32	5 80	5 87	35 51
February	37,517	3,306 51	4,948 00	376 15	1,713 01	1,054 27	11,398 24	8 81	13 18	1 00	4 56	2 81	30 38
March	45,471	3,251 02	4,769 17	413 53	1,534 88	1,505 56	11,474 16	7 14	10 48	0 90	3 37	3 31	25 23
April	37,733	3,740 72	4,424 00	384 87	1,737 18	561 48	10,848 25	9 91	11 72	1 02	4 60	1 48	28 75
	315,343	25,332 61	40,712 18	3,274 89	12,605 09	8,865 61	90,790 38	8 03	12 91	1 03	3 99	2 81	28 79
ADD—Engine hire (Whitehead's account)						4,572 00	4,572 00						
							95,362 38						
LESS—Transfer of stores balance and C.P.R. Co							9,946 47						
Valuation			9,206 00	740 47									
Total	315,343	25,332 61	31,506 18	2,534 42	12,605 09	13,437 61	85,415 91	8 03	9 99	0 80	3 99	4 26	27 08

CANADIAN PACIFIC RAILWAY.

General Expenses of the Mechanical Department, for ten Months of the Year ending 30th June, 1881.

The miles run by trains were	214,607
do engines were	315,343
do cars were	2,580,639
	$ cts.
The cost of locomotive power was	85,415 91
do repairs to cars was	15,000 97
do oil and waste for packing was	165 53
do repairs to passenger cars was	2,541 92
do do postal, express and baggage cars was	1,635 65
do do freight cars, etc., was	10,823 40
The cost of locomotive power per 100 miles by train was	3 98
do do do engines was	2 71
do do do cars was	3 30
The cost of repairs to cars per 100 miles by train was	6 99
do do do engines was	4 75
do do do cars was	0 58
The cost of oil and waste for packing per 100 miles by train was	0 07
do do do engines was	0 05
do do do cars was	0 00
Repairs to passenger cars per 100 miles run by them	1 86
do express and baggage cars do	1 59
do freight cars and vans do	0 46

D. S. CURRY,
Accountant.

Winnipeg, 30th June, 1881.

WINDSOR BRANCH RAILWAY.

RAILWAY OFFICE,
MONCTON, N. B., 20th October, 1881.

SIR,—I have the honor to transmit the following accounts showing the working of the Windsor Branch Railway during the year which ended 30th June, 1881 :

No. 1. Revenue Account.
" 2. Maintenance of way and works.
" 3. General Balance.
" 4. Statement of monthly earnings.

I also send you the Engineer's report on the condition of the permanent way and works.

This line, thirty-two miles in length, was operated during the year by the Windsor and Annapolis Railway Company on the same terms as last year, the Company being allowed to retain two-thirds of the gross earnings, the balance, one third, being paid over to the Government, the latter maintaining the line.

The heavy repairs and improvements commenced during the period covered by my last year's report were continued, and the new station house and the new freight shed at Windsor were completed, and other stations were repaired.

The masonry of bridges and culverts received extensive repairs, and the wood work of bridges was also repaired and renewed where necessary.

A portion of the main track, where the iron rails were considerably worn, was relaid with steel rails, and this work will be continued each year as it may be needed.

A large number of new sleepers were put into the track, and it is now in good running order.

I have the honor to be, Sir,

Your obedient servant,

D. POTTINGER.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Government Railways,
Ottawa.

WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, year ending 30th June, 1881.

Expenditure.	Amount.	Receipts & earnings.	Amount.
	$ cts.		$ cts.
Maintenance, Way and Works— Abstract No. 1	20,502 26	Passenger Traffic	7,065 64
		Freight Traffic	13,191 02
		Mails	959 87
			21,216 53
		Deduct between Halifax and Windsor Junction for 7 months ending 30th June 1880, over credit in previous year	3,753 69
			17,462 84
		Balance	3,039 42
	20,502 26		20,502 26

R. B. BOGGS,
Accountant, W.B.R.

MONCTON, N.B., 30th June, 1881.

WINDSOR BRANCH RAILWAY.

Maintenance of Way and Works.

Particulars.	Amount.
	$ cts.
Accountant office and expenses	1,125 96
Repairs of track	6,355 15
Rails and fastenings	1,969 37
Sleepers	2,496 80
Switch Locks	7 15
Bridges	1,442 21
Signals	6 14
Culverts and Cattle Guards	539 51
Buildings and platforms	5,287 51
Fences	338 07
Hand Cars and Trollies	134 96
Tools and repairs	161 53
Removing snow and ice	508 90
Miscellaneous	129 00
	20,502 26

R. B. BOGGS,
Accountant, W.B.R.

MONCTON, N.B., 30th June, 1881.

WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE. CR.

1881.		$ cts.	1881.		$ cts.
June 30.	Windsor and Annapolis Railway	1,978 74	June 30.	Dominion account	6,886 37
	Intercolonial Railway	1,369 84			
	Stores	3,537 79			
	Total	6,886 37		Total	6,886 37

R. B. BOGGS,
Accountant, W.B.Ry.

MONCTON, N.B., 30th June, 1881.

WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts & Earnings.

Months.	Passengers.	Freight.	Mails, &c.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
1880—July	826 75	1,110 00	80 76	2,017 51
August	781 01	909 06	80 76	1,770 83
September	993 59	1,489 25	80 75	2,563 59
October	631 26	1,466 71	80 75	2,178 72
November	588 80	1,710 08	80 76	2,379 64
December	569 46	1,226 11	80 76	1,876 33
1881—January	328 85	731 86	78 71	1,139 42
February	322 18	963 66	78 71	1,364 55
March	438 46	982 47	78 71	1,499 64
April	456 75	1,039 63	79 74	1,576 12
May	494 11	741 51	79 73	1,315 35
June	634 42	820 68	79 73	1,534 83
Total	7,065 64	13,191 02	959 87	21,216 53
Deduct between Halifax and Windsor Junction for 7 months ending 30th June, 1880, over-credited in previous year				3,753 69
				17,462 84

R. B. BOGGS,
Accountant, W.B.Ry.

MONCTON, N.B., 30th June, 1881.

ENGINEER'S OFFICE,
MONCTON, N.B., August 1st, 1881.

SIR,—I have the honor to submit the following report on the maintenance of the Windsor Branch for the year ending 30th June, 1881:—

This branch is 32 miles in length.

For reasons stated in my report of 1880, the expenses of maintenance for the past year have been large.

With the exception of one mile of steel rails, put down during the past year, the main track and sidings are laid with iron rails. They are six years old and many of them are badly worn.

It will be necessary to renew 4 or 5 miles every year with steel until the iron is replaced.

12,854 new sleepers were put in track during the past year.

A gang of carpenters was engaged the whole working season renewing cattle guards, culverts, and bridge timbers.

Next year the renewals under this head will not be nearly so heavy.

Improvements costing about $5,000, were made at Windsor.

A passenger station with commodious dwelling apartments in the second flat, for the agent, was erected, also a freight shed 120 feet long by 35 feet wide.

The sidings of the yard were entirely rearranged and made much more convenient for the handling of traffic.

A platform 250 feet long by 12 feet wide was built.

The approaches to the new station and freight shed were graded and ballasted.

New cattle pens and approaches were provided at the south end of the yard.

An addition was made to the station at Beaver Bank to provide additional freight accommodation.

Necessary repairs were made to the stations and platforms at Elmshouse, Newport, and Mount Uniacke.

A gang of masons was engaged the whole of the working season in overhauling and pointing the masonry of bridges and culverts throughout the line.

The track scale at Windsor was so badly worn that it had to be taken up for repairs, and rebuilt.

The foundation of masonry had also to be renewed.

The track is in good working order.

As far as I can ascertain there has not been a wheel off the track during the year.

I have the honor to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,

Engineer.

D. POTTINGER, Esquire,
Chief Superintendent, Intercolonial Railway.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS.
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 19th October, 1881.

SIR,—I have the honor to submit the following annual report on the works under my charge, for the fiscal year ended on 30th June, 1881.

These works are the Lachine and Beauharnois Canals, on the St. Lawrence River route, and the Chambly Canal and St. Ours Lock and Dam, on the Richelieu River route.

They have been maintained in an efficient state, and no accident occurred on them during the year.

F. BRAUN, Esq., Secretary,
Department of Railways and Canals,
Ottawa.

LACHINE CANAL.

This canal was closed by ice on the 27th November, 1880, and opened again for traffic on 1st of May, 1881.

There was an interruption to the navigation for the first five days of the fiscal year caused by an accident on the 29th of June, which displaced the gates of locks one and two, and which was fully reported upon in last year's report. No other interruption to traffic occurred during the remainder of the year.

From the 7th of July, until the close of the season, the staff of men employed on repairs were engaged in repairing the damaged lock gates, and other works injured by the accident above mentioned, building a large lifting scow, and doing the necessary repairs on the line of the canal.

The water was drawn out of the canal, on the 14th and 15th April, and was let in again, on the 27th.

REPAIRS.

The principal repairs made during the year were as follows :—

Lock No. 1, at lower entrance.

This lock, which is overflowed by the winter and spring flood of the St. Lawrence, was dismantled as usual at close of navigation.

All the rigging was stripped from the gates, lockmen's shanty removed, and gates bolted back to lock walls, to prevent displacement by ice shoves during the winter. In the spring new iron rollers in oak frames were placed in the chain wells of lower gates. The gates received several new mullions, and all the iron was overhauled and repaired where necessary.

Lock No. 2.

One of the pair of framed spare gates placed in the lower end of this lock at the time of the accident having shown signs of weakness before it had been a month in use, was removed and replaced by a pair of solid built gates. The framed gates,

however, have since been thoroughly repaired and strengthened and are now serviceable. New chain roller frames were placed in the lower wells and new working chains and screws were furnished.

Lock No. 3, St. Gabriel.

A leak under the lower mitre sill was stopped by taking up the flooring above the sill, and filling underneath with concrete, after which the floor was relaid, caulked and pitched. New working chains and screw brasses were furnished for the lower gates, and the mitre sill straps were renewed.

Lock No. 4, Côte St. Paul.

This lock bottom was thoroughly cleaned, the lower mitre sill was repaired, and a new set of mitre sill straps put on. One new anchor timber for suspension gear was furnished to the lower gate on north side. Some working screw brasses were also furnished, and the hand rails and stanchions straightened.

Lock No. 5.

No repairs were required except straightening the hand rails and stanchions, which was done.

WEIRS.

There are six weirs on this canal, two of them situated at Basin No. 2, one at each of the locks Nos. 3 and 4, and the two supply weirs at Lachine.

Weir No. 2.

This weir is situated on south side of Basin No. 2, near Tates Dry Dock. It received three new lifting gates, new working screws and brasses.

Weir No. 3 at Lock No. 3.

Although this is a new weir, it was found, when the water was drawn off, to be in a leaky condition. A leak had found its way under the sheet piling, passed under the breast wall and raised some of the flooring of the tail race. The plank floor above the breast wall was taken up, the spaces between the timbers well filled with concrete, flooring relaid, and joints caulked and pitched.

Weir No. 4 at Lock No. 4, Côte St. Paul.

When the water was drawn off, last spring, it was found that serious damage had been caused by a leak from the head race to the mills, which are on the south side adjoining the weir. The whole of the flooring of the tail race had to be renewed, and underneath and between the timbers filled with concrete, as all the old filling had been washed out. A double floor of three inch and two-inch plank was then laid down, and the principal part of the side sheeting renewed. The working machinery of the weir gates was repaired and put in good order.

Weirs Nos. 5 and 6 at Lachine.

These weirs required but trifling repairs. A few head castings, staples, &c., were renewed.

Bridges Nos. 1 and 2.

Bridge No. 1 at Mill Street crossing, which is a swing bridge spanning the upper entrances of the new and old locks No. 2, had its upper course of two-inch oak

flooring renewed. Bridge No. 2, at Wellington Street and the two stationary bridges connected with it, had also the top flooring of 2-in. oak plank renewed.

Bridge No. 3, at St. Gabriel's Locks.

This is a new swing bridge covering the two locks, erected last spring by contract, and required no ordinary repairs. But on the 1st of June, a slight injury was done to it by a barge striking it and bending the two bottom chords near the south-east end. The cost of the repairs, amounting to $39.00, was paid by the owner of the barge.

Bridge No. 4, or Brewster's Bridge.

The swing bridge, as well as the two stationary bridges, received new flooring.

Bridge No. 5, at Cote St. Paul.

This bridge, and the two stationary bridges connected with it, were newly planked, and some trifling repairs were done to the working machinery.

Bridge No. 6, at Lachine.

The swing bridge over the old lock, and five stationary bridges were all floored anew.

Flour sheds and wharves.

Five of these sheds situated on Basin No. 2, had their flooring thoroughly repaired. The sheet iron roof covering of No. 2 shed was renewed throughout and painted, and the boarded roofs of sheds 3, 4 and 5, were thoroughly repaired. The water spouts and conductors of the two sheds at St. Gabriel Basin were also repaired.

The wharves have been kept in good order, over 5,000 pieces of 3" deals, and 2,000 lineal feet of sleepers being used for their repair.

Dwelling houses, fences, &c.

The houses belonging to the Department, in which a number of the canal staff reside who are entitled to lodgings, have been kept in tenantable condition, although the buildings being old the repairs were expensive.

The fence, between the old canal and Front street in the town of Lachine, three fourths of a mile long, was repaired and painted.

A new fence was built round the tail race of the weir at Mill Street bridge, and the lower part of the raceway was covered with plank on cedar sleepers to prevent accidents.

Dock Walls and Head Races.

The wall in front of the mills, south side of Basin No. 2, was pointed with cement last spring where necessary. On this basin the Government are bound to keep the flumes in repair across the reserve of ten feet wide between the buildings and face of the Dock Wall. When the water was drawn off last spring a bad leak was found under the basin wall, which had forced up the flooring of the flume leading to Gould's Mill.

This was repaired by renewing the sheet piles, and filling up the space washed out, in front of the wall, and in the flume, with concrete.

Banks, Towing Path, &c.

The light rip-rap wall facing the banks on sections 6, 7 and 8 were repaired in many places where they had been displaced. The banks, towing path and water

tables were put in good order for their whole length. Two hundred and sixty mooring posts were renewed, of which about one half were new, and the remainder, having been displaced, were taken up and reset.

The off-take drains leading from the canal lands to the River St. Pierre were cleaned, and the River St. Pierre, where it passes through the Lachine Swamp, was also cleaned, so that this swamp has been kept free from water, and is now almost dry.

Piers and Booms.

The guide piers and booms and the supporting piers and cross booms in the Timber Basin at Lachine received a large amount of repairs, and are now in good order.

Scows.

There were but two small flat scows for repairs belonging to this canal. At the time of the break in June, 1880, the want of a large scow to handle lock gates was very much felt. The small scows were put in good order, and a large lifting scow has been built. This scow is furnished with three powerful derricks and two heavy winches. With this apparatus and the aid of a diver the men belonging to the lock where it may be required can handle the gates without any extra help.

Telephone.

By an arrangement with the "Bell Telephone Company" a line of telephones has been established on this canal, by which the locks are connected with the Canal Office and the Superintendent's residence. It is found to be very useful in the management of the canal, and has given general satisfaction.

NEW WORKS OF ENLARGEMENT.

Sections Nos. 1 and 2.

The works on these sections for which James Worthington and Co., were the contractors, were completed in November, 1879. They consisted in the construction of the two lower locks, with an intervening basin surrounded by a dock wall: deepening of basin No. 2, to 19 feet, and the construction of Wellington Basin with dock walls and wharves.

The final estimates were forwarded to the Chief Engineer in September, 1880, and the contractors have been settled with in full.

Section No. 3.

Messrs. McNamee, Gaherty and Frechette, were contractors for this Section, which included the masonry of the St. Gabriel locks, weir and bridge, also of two bridges of the Wellington Street crossing, one for the Grand Trunk Railway and the other for the street traffic, and dock and side wall, together with the widening and deepening of the prism of canal.

The only work remaining to be done at date of last report was a portion of the masonry for the swing bridge at the St. Gabriel Locks. This masonry could not be built until the Department was prepared to proceed with the superstructure, which could only be erected when the navigation was closed. The final estimate was prepared and a settlement made with the contractors in August, 1881.

Swing Bridge.

During the months of March and April the masonry remaining to be built for this bridge was completed by day's work as well as the approaches, by Mr. Superin-

tendent Conway. At the same time the superstructure was being prepared by Mr. John McDougall, who had it erected complete and in use on the 7th of May.

Sections Nos. 4 and 5.

These sections were completed and final settlement made with the contractors previously to date of last report.

Sections Nos. 6, 7, 8, 9, and 10.

All the works under these contracts were completed previously to last report. The final estimates have been closed and forwarded to the Chief Engineer, but in consequence of various claims presented by the contractors no settlement has yet been arrived at.

Section No. 11.

This is the only section which is not completed. The work on it consists in the construction of a new entrance channel and harbour at Lachine on the South-East side of the present entrance. This harbour is separated from the river by a pier 6,200 feet in length.

For about half its length from the shore, this pier is formed of a double range of crib work, the space between which is lined with sheet piling and filled with puddle. Cross dams being built from this, formed two water tight basins, the lower one of which has been unwatered for three seasons and the excavation of the channel proceeded with.

Work in the bottom having been suspended during the winter of 1879-80, and necessary repairs made to the dams, the pumps were started on 16th July 1880, and in three days afterwards the excavation was commenced in bottom, and carried on till 20th November when the pumps were stopped for the season, as the leakage had increased to such an extent owing to a rise in the river that it was impossible to keep the pit dry.

From that time up to the close of the fiscal year (30th June), nothing had been done save getting the pumps into working order and building cement walls on cribs above the coffer dam. But in August the coffer dam was repaired, by driving long piles down through the puddle, after which the pumps were again started, and during the month of September, most of the remaining excavation has been removed up to the lower cross dam.

The contractors are now preparing to remove their pumps and other plant to the next and last division of the coffer dam.

Lock gates, etc.

Timber for gates for the new locks having already been provided by the Department a contract for their construction was entered into with Messrs. O'Brien, Gordon and Bergin in July 1880, under which four pairs have been built and placed in the two lower locks, and the remainder are well advanced towards completion.

Preparatory to erecting these gates the bottom of lock No. 1. was cleaned by aid of a steam dredge and divers, hollow quoins trimmed; oak roller frames placed in the wells, for the working chains, and oak snubbing posts placed at Locks Nos. 2, 3 and 4. These works which were not included in any contract were done by Mr. Conway the Superintendent.

BEAUHARNOIS CANAL.

This canal was closed by ice on the 28th of November, 1880, and reopened for navigation on 25th April, 1881. There was no interruption to the traffic during the open period of the fiscal year, which was 217 days.

Locks and Lock Gates.

Six pairs of old and damaged gates where hauled out at the workshops, of which four pairs were taken apart and such of the material, as was fit for the purpose, saved for building or repairing other gates. During the first part of the fiscal year two pairs of gates which had been commenced were finished and placed in Lock No. 8. During the present summer two other pairs have been rebuilt. One pair of these were placed in Lock No. 6, and the other pair were put in the lower end of Lock No. 13.

The model upon which the gates on this canal are built is, I consider, the most perfect of all those adopted up to this day on our canals. Planned according to the latest improvements it offers an advantage not to be met elsewhere. The width of the mitre on the upper portion of the gate measures over 30 inches. This disposition lately prevented a serious accident when a boat struck the gates but did not unmitre them completely.

Lock No. 6.

This is the lower lock on this canal. The upper gates were repaired and a waling piece was put on one of the lower gates. Two fender timbers and one bumping post were placed. Two valve chambers and one crab were renewed and one valve rod repaired.

Lock No. 7.

Lower gates were raised and adjusted; two chain rollers were renewed and one new bumping post supplied.

Lock No. 8.

The lower gates were raised and adjusted.

Lock No. 9.

One new crab was furnished and one repaired. Some slight repairs were made to the upper gates. One new bumping post was set up and another repaired.

Lock No. 10.

All the gates were raised and adjusted. Three new crabs were supplied, two straps on lower gates repaired, and two chain rollers renewed.

Lock No. 11.

The lock bottom was cleaned of dirt, and stones, and slight repairs were made to the gates. One new bumping post and two fenders were placed.

Lock No. 12.

The four gates were raised and adjusted. All the working chains and one crab and one fender were renewed.

Lock No. 13.

Upper gates raised and adjusted. One crab, two fenders and one chain roller were renewed, and one chain roller repaired.

Lock No. 14 *or Guard Lock.*

Ordinary repairs were made at this lock. The bottom and mitre sills were examined by the diver, who reports a leak under the upper sill, but as the foundation

is solid rock it is not dangerous. A leak showed itself at the same place six years ago when it was staunched with gravel. To make a thorough job a coffer dam must be built above the lock which may then be unwatered and the leak stopped with concrete and grout.

Bridges.

The swing bridge at Lock No. 7, was furnished with a new guard timber, and the flooring was renewed. A new fixed bridge was built over the waste weir, and the floor and railing of road bridge over tail race was renewed. At Lock No. 8, a new guard timber was supplied to the swing bridge, a new pivot put under it and part of track renewed. Both approaches were also rebuilt, and a stationary bridge was built over the waste weir. Swing bridge at Lock No. 9, was raised and pivot renewed. A large fixed bridge was also built over raceway of weir. The swing bridge at Lock No. 10, was raised and rollers renewed, a guard timber was put up and approaches repaired. Swing bridge at Lock No. 11, had suspension cables taken off, and repaired, a new pivot beam supplied, bottom girders strengthened, the flooring renewed and new approaches built. New approaches were also built to the bridge at Lock No. 12; and at Lock No. 13, the bridge was raised and track renewed. At St. Timothy bridge, the north east corner of timber abutment was rebuilt above water line and the other piers repaired. Swing bridge at Lock No. 14, received only slight repairs as it must be renewed before next summer.

There are 120 farm bridges over back ditches. Six of these were renewed, and all the others examined and repaired where necessary.

A scow was built for Ferry No. 1, and another for the canal repairs.

Buildings and Fences.

All the Government buildings were kept in good repair. The lockmaster's house at lock No. 9 was entirely renewed except walls and roof. Porches, double doors and windows were supplied to a number of the houses of lockmasters and lockmen, and slight repairs were made to the Superintendent's house. New fences were built around the lockmasters houses at locks No. 6 and 7.

Banks, Towing Path, &c.

Seventy-five new snubbling posts were placed on the banks and a large number of old posts were taken up and reset. The towing path, canal banks, dams and dykes have been maintained in good order.

The banks at locks No. 7, 8, 9 and 11 were raised with gravel and improved between locks No. 7 and 9, and below lock No. 14.

The side ditches, off-take drains and discharges have been thoroughly cleaned and kept in good order.

Public roads where they pass on the canal banks or dams were properly repaired, and the weeds were mowed on canal lands.

CHAMBLY CANAL.

The navigation of this canal was closed by ice on the 25th November, 1880, and it was reopened on 2nd May, 1881. No interruption to the trade occurred during the fiscal year.

The following is a detail of the principal repairs, and other works on this canal during the year.

Lock No. 2.

The mitre sill at upper gates was renewed.

Lock No. 3.

The south wing wall at lower entrance was partly taken down and rebuilt; a French drain was made, and new fenders placed.

Lock No. 4.

Wing wall at lower entrance on north side was partly taken down and rebuilt. A new mitre sill was placed at lower end, and a new balance beam and new fenders supplied. A French drain was also made in the bank.

Lock No. 5.

Mitre sill at upper gates was repaired and new fenders put on.

Lock No. 6.

Upper mitre sill repaired and new fenders put on.

Lock No. 9.

The face of the east wall at upper end including hollow quoin was taken down and rebuilt partly with cut stone and partly with timber and concrete. The upper mitre sill was repaired and two new balance beams and one top bar placed on gates.

The superstructure of the old portion of mooring pier below this lock was rebuilt and raised to the height of the new portion which was two feet higher than the old one. The road leading to it was raised and its outer slope protected by a dry stone wall.

The walls of all the locks were pointed with cement, except those of No. 1, which were pointed in the spring of 1880. All the lock gates were overhauled and ordinary repairs were given to them and to their valves and other iron work.

Bridges.

Swing bridges Nos. 1, 2, 3, 4 and 7, were repaired, and received new fenders. A new abutment was built at bridge No. 2. Bridges Nos. 5 and 6 were rebuilt, the pivot piers renewed and the north abutment of No. 5 repaired.

The road bridge over the outlet of the Iroquois River and three farm bridges over back ditches were rebuilt.

In the spring the prism of the canal was widened and deepened between bridge No. 1 and lock No. 2, at narrow places, and many large boulders were removed by blasting.

The side walls were repaired where necessary, and 230 lineal yards of new wall built on St. Therese Island. The banks and towing paths have been raised and widened in many places between bridge No. 6 and lock No. 2, for a total length of 2,700 feet and for 800 feet on the south side between bridges No. 5 and 6. The culverts and ditches were cleaned and a number of new ditches made where required.

Two scows were built for the use of the dredge, and one belonging to the canal repaired. Ordinary repairs were made to the dwelling houses provided for the lock-masters, and bridge keepers, to the Canal Office building, and to the fences.

Steam Dredge No. 1.

This dredge which wintered in the Chambly Canal was thoroughly refitted in April last. The widening and deepening of the canal bottom which had been commenced by hand labour on the sides, when the water was out of the canal, was continued by the dredge after the 5th of May. At the close of the fiscal year (30th June,) this dredge had made a cut of 20 feet wide for about one mile in length and

giving 8 feet draught of water on the west side of the canal. The excavated material was utilized to widen and raise the towing path on the river side.

The work proceeded slowly at first for want of a sufficient number of scows, two of which were built for this purpose, as mentioned above.

Surveys.

A surveying party was organized to make an accurate plan of the Chambly Canal and Government property; to replace missing boundary stones, cross-section the canal, and assist generally in the progress of the works. This party commenced operations on the 10th of May.

St. Ours Lock and Dam.

The navigation at this lock was closed by ice on 22nd November 1880, and re-opened on the 11th April 1881. No interruption to the trade occurred during the open period of 226 days.

The lock walls were pointed with cement, valves renewed, and gate chains repaired. Four pulleys were placed on the lock walls, to assist vessels in entering and leaving the lock. The piers above and below the lock were repaired; the end of the lower pier was taken down and rebuilt, and the landing stage at end of upper pier was removed in December and replaced in June. In the spring the ice was cut away from both ends of the lock and from the dam. Six toises of stones were used for protection of the east end of the dam, and ten toises are held in reserve for the same purpose. In consequence of the very low water last fall, the crest of the dam was temporarily raised, which proved very beneficial to navigation without causing any damage.

The Collector's office which was damaged by fire in December last, was repaired, and the Superintendent's house, outbuilding and fences received such repairs as were necessary.

Fifteen snubbing posts were placed in the banks above and below the lock. Nothing has been done towards providing spare gates for this lock as was recommended in last year's report, and which are much required as a precautionary measure in case of serious accident to those now in use.

Statements of the amounts collected for fines and damages, &c., with monthly returns of the highest and lowest water on each canal are enclosed.

I have the honor to be, Sir,

Your obedient servant,

E. H. PARENT,

Superintending-Engineer.

Lachine Canal.

Statement shewing the depth of river water on the mitre sills of Lock No. 1, at lower entrance, and Lock No. 5, at upper entrance, during the fiscal year ended 30th June, 1881. (From Lockmaster's Returns.)

Months.	Lock No. 1—Lower Sill.		Lock No. 5—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1880.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	19 11	18 4	12 7	11 5
August	18 4	16 10	11 5	10 5
September	17 1	16 4	10 7	10 2
October	17 2	16 3	10 10	10 0
November	19 1	16 8	11 9	10 3
December	31 5	17 7	11 11	10 4
1881.				
January	30 5	24 3	11 7	9 3
February	26 0	24 0	10 6	9 1
March	28 6	24 9	12 0	9 2
April	30 2	17 4	11 10	10 6
May	22 8	19 2	13 9	12 1
June	21 3	18 2	12 10	11 2

Lachine Canal.

Statement of amounts collected for Wood Rent and Wintering Vessels during Fiscal Year ended 30th June, 1881.

Date.	Items.	Number.	Rates.	Amounts.
1880-81.			$ cts	$ cts.
	Firewood			1,226 38
	Wintering Vessels			910 75
	Total			2,137 13

JOHN O'NEIL,
Collector.

Collector's Office,
Montreal, July, 1881.

Lachine Canal.

Statement of Basin, Firewood, Fines and Bank dues collected at Lachine, for the Fiscal Year ended 30th June, 1881.

Date.	Items.	Amount.	Remarks.
1880-81.		$ cts	
	Basin dues	372 77	
	Firewood dues	89 13	
	Bank do	16 00	
	Fines do	22 00	
	Total	499 90	

J. S. DYDE,
Collector.

Collector's Office,
Lachine, July, 1881.

Lachine Canal.

Statement of Fines and Damages collected during the Fiscal Year ended 30th June, 1881.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1880.			$ cts.	$ cts	$ cts.
July 8	Barge Nelson	Prudhomme	4 00		
do 8	Barge Concord	Ayotte	4 00		
do 26	Steamer B. Welshman	Little	20 00		
Aug. 4	Steamer Cantin	Woods	20 00		
do 17	Propellor Zealand	Zealand	80 00		
do 18	Propellor California	Hannay	4 00		
Sept. 17	Barge Virginie	Boutin		8 00	
Oct. 19	Barge Cowan	Delois	10 00		
do 19	Tug Messenger	Tate	4 00		
do 22	Steamer B. Adventure	Devany	20 00		
1881.					
May 14	Steamer Gatineau	Eligh	4 00		
June 13	Barge Annie	Labranche	4 00		
		Total	174 00	8 00	182 00

M. CONWAY,
Superintendent.

Lachine Canal Office,
Montreal, July, 1881.

Beauharnois Canal.

Statement showing the depth of river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 14, at upper entrance, during the Fiscal Year ended 30th June, 1881. (From Lock-master's returns.)

Months.	Lock No. 6—Lower Sill.		Lock No. 14—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1880.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	12 0	11 0	12 3	11 11
August	11 0	10 2	11 11	11 3
September	10 2	9 8	11 10	10 11
October	10 0	9 8	11 5	10 10
November	12 0	9 9	13 0	11 1
December	14 0	12 0	12 4	10 10
1881.				
January	15 2	14 0	12 0	10 4
February	17 6	12 0	11 6	9 11
March	14 0	11 10	12 2	10 9
April	11 10	10 5	12 2	11 5
May	12 9	11 3	12 2	11 6
June	12 5	10 10	12 1	11 9

Beauharnois Canal.

Statement of Fines and Damages collected during the Fiscal Year ending 30th June, 1881.

Date.	Names of Vessels.	Master or Owner.	Damages.	Fines.	Totals.
1880.			$ cts.	$ cts.	$ cts.
July 16	Schooner Mowbray		1 00		
" 23	Barge Lorne	Latour		3 00	
Aug. 5		James Ewart	5 00		
Sept. 7	Reine des Anges	Hamelin	7 00		
" 7	Steamer Spartan	Bailey	12 00		
" 14	do St. Francis	Rankin	6 00		
" 15	Tug Joe Mac	McGrath		4 00	
Nov. 19	Schooner St. Lawrence	Phelps	10 00		
1881.					
May 23	Steamer Como	McLaurin	12 00		
June 27	Steam Barge Georgian	Horns	6 00		
			59 00	7 00	66 00

J. F. BÉIQUE,
Superintendent.

Canal Office,
Melocheville, July, 1881.

Chambly Canal.

Statement showing the depth of river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ended 30th June, 1881. (From Lock-master's returns.)

Months.	Lock No. 9—Lower Sill.				Lock No. 1—Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1880.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	9	11	8	7	8	11	7	7
August	8	7	7	8	8	3	6	7
September	8	3	7	6	7	6	6	5
October	8	8	7	4	7	10	6	4
November	14	10	9	4	8	10	7	7
Deeember	12	8	9	7	8	5	7	10
1881.								
January	14	0	11	9	8	1	7	7
February	13	7	11	4	8	9	7	7
March	17	0	11	10	9	11	8	5
April	14	5	12	7	10	5	9	3
May	15	0	13	0	10	10	10	2
June	14	0	10	9	10	3	8	7

Chambly Canal.

Statement of amounts collected for Wharfage and Hydraulic rent during Fiscal Year ended 30th June, 1881.

Date.	Items.	Amounts.	——
1880-81.		$ cts.	
	Wharfage	35 70	
	Hydraulic Rent	120 00	
		155 70	

A. P. JODOIN,
Collector.

Collector's Office,
Chambly, July, 1881.

Chambly Canal.

Statement of amounts collected for Fines and Damages, for the Fiscal Year ending 30th June, 1881.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Total.
1880.				$ cts	$ cts.
Nov. 4	Boat L. M. Dill	J. Reilly		10 00	
" 18	" J. O. Souner	P. Cooke		2 50	
" 20	Barge Donat	L. Lemire		8 00	
1881.					
May 11	Barge Fabo	Tate		1 00	
June 21	" Minnie-ha-ha	J. Heldrith		6 00	
" 24	New Liverpool	A. Morin		6 00	
					33 50

C. ULRIC,
Superintendent.

Chambly Canal Office,
Chambly, July, 1881.

St. Ours' Lock.

STATEMENT showing the depth of river water on the mitre sills of St. Ours' Lock during the Fiscal Year ended 30th June, 1881. (From Superintendent's return).

Months.	Lower Sill.				Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1880.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	10	7	9	1	8	8	7	11
August	8	9½	7	7	8	2	7	4
September	8	5	7	0	8	10	7	3
October	8	7	6	11	8	9½	7	7
November	11	0	8	5	11	10	9	3
December	13	3	9	4	9	10	8	9
1881.								
January	11	2	9	0	9	3	8	7
February	11	10	9	6	9	11	8	6
March	17	0	12	2	13	9	9	11
April	15	11	11	1	12	5	11	4
May	16	0	12	6	13	1	12	1
June	13	2	9	5	12	0	10	1

St. Ours' Lock.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1881.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Total.
1880.				$ cts.	$ cts.
July 25	Steamer Star	Sincennes et McNaughton		0 75	
1881.					
June 16	Tug Joy	John Whelan		4 00	
				4 75	4 75

LÉVI LARUE,
Superintendent.

ST. OURS' LOCK OFFICE,
July, 1881.

ST. ANNE, 9th Sept., 1881.

SIR,—With this, I have the honor to hand you a report upon the various Canals under my charge for the fiscal year ending the 30th June, 1881.

I have the honor to be, Sir,
Your obedient servant,

D. STARK,
Suptg. Engr., O. R. C.

F. BRAUN, Esq.,
Secretary, Dept. Railways and Canals.

REPORT FOR FISCAL YEAR ENDING 30TH JUNE, 1881, ON THE OTTAWA RIVER CANALS.

MAINTENANCE.

ST. ANNE.

Navigation closed here on the 24th November, 1880, and was reopened on the 18th April, 1881.

An extension wing was repaired in the month of July, 1880, and booms constructed and moored between the guide piers above the lock.

The lock walls have been thoroughly pointed with cement, which they badly needed, and the ordinary repairs made to the lock gates.

No interruption to traffic has taken place throughout the year, but to secure this it was found necessary during the high water of last spring to erect a stationary engine below the locks to assist vessels up the rapids into which they were driven out of an eddy they had previously taken advantage of, by the works of the new canal.

An old engine, in charge of the Lachine Canal Superintendent, was obtained for this purpose, and with the help of some machinery manufactured at the works of Mr. John Macdougall, of Montreal, did the work required satisfactorily. This machinery will be kept in position till next spring, when it will again, and for the last time be needed for the same purpose.

CARILLON, CHUTE À BLONDEAU AND GRENVILLE CANALS.

Carillon Canal.—The locks on this canal are nearly worn out, and called for incessant repairs during the year. The immense amount of leakage through their walls has caused them for years to be slow in filling, and this had so increased last spring as to render their being pointed a necessity. The gates had also to be strengthened by inserting additional bars, and the crabs, sluices, and sluice castings called this year for more than ordinary repair.

Before the opening of navigation the canal prism, which had in many places been greatly silted up, received thorough cleaning out.

The North River dam has demanded the usual amount of attention and labour spent upon it, and this, which is a very considerable tax, will in the course of next year, it is hoped, be entirely done away with by the completion of the new canal.

This canal was closed on the 23rd November 1880, and opened on the 29th April, 1881.

Chute à Blondeau Canal. This was also closed on the 23rd November 1880 and opened on the 29th April 1881, its locks received the usual average amount of repair. The completion of the Carillon dam, which it is confidently expected will occur this fall, will render this canal of no further service, by doing away with its necessity.

Grenville Canal.—A considerable expenditure has been demanded here owing to the extremely dilapidated state of the old locks and their belongings. This was found

to be particularly the case at Greece's Point, where the close proximity of the new works rendered their defects more especially discernible.

To show the condition to which these locks were reduced, I may just mention that the concrete walls and cofferdams erected to keep dry the new works alongside of them, had the effect of rendering the time of passing vessels through them very little more than half what it formerly was in consequence of the great amount of water which formerly escaped through their masonry into the river being stopped by these dams and held back for their use.

Between this point and Grenville there is nothing particular to notice; the new locks are working well and beyond a few trifling repairs to their machinery have called for little attention. I may remark that some detention was caused here at the beginning of the season, owing to the unavoidably short time that existed, between the close of winter and the opening of navigation, for enabling the concreting in the various retaining walls to properly set. This gave some trouble after the navigation had begun; but the whole stoppage did not involve a longer period than 10 to 12 hours.

The large amount of detention was caused by the forwarders themselves, who would persist in loading their vessels too deeply, so causing delay in entering and leaving the different locks, owing to their having to unload before going into them and reload them to such an extent as would enable them to pass over the mitre sills, and this of course had to be repeated at every lock they came to.

It is, however, to be hoped that the completion of the new canal and the dam at Carillon will next year obviate, in so far as this reach of the river is concerned, all necessity for such proceedings.

The Grenville Canal was closed on the 28th November 1880, and re-opened on the 2nd May, 1881.

CULBUTE CANAL.

Here there are a bridge-keeper and lock-master employed whose present duties chiefly consist in looking after and protecting the property. Until such time as the dams at the Rocher Fendu and the Grand Calumet are completed, little or no traffic through this canal can be looked for.

I have the honour to be, Sir,
Your obedient servant,
D. STARK,
Suptg. Engr., O. R. C.

F. BRAUN, Esq., Secretary,
Department Railways and Canals, Ottawa.

CORNWALL, 25th July, 1881.

SIR,—I have the honor to submit my annual report, on the Cornwall Canal, for the fiscal year ending 30th June, 1881.

The canal was kept in good working order, from the 1st of July, 1880, to the 6th of December, when it was closed for the winter months. It was opened again on the 26th of April, 1881, and kept in good working order to the 30th of June last.

The works in progress during the past year will come under the head of construction and repairs.

Building new bridge across canal at Cornwall; rebuilding one pair of lower gates. General repairs, to all gates, supply weirs and sluices. Putting in three new valves. Repairing segments, pointing lock walls, raising embankment, and cleaning side-drains and culverts.

I have the honor to be, Sir,
Your obedient servant,
D. A. McDONELL, *Supt.*

F. BRAUN, Esq., Secretary,
Railways and Canals, Ottawa.

Cornwall Canal.

Statement shewing the depth of River water on the mitre sills of Lock No. 15 at Lower Entrance, and Lock No. 21 at Upper Entrance, during the Fiscal Year, ended 30th June, 1881.

Months.	Lock No. 15—Lower Sill.				Lock No. 21—Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1880.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	10	10	10	6	10	10	10	4
August	10	6	10	1	10	8	9	6
September	10	6	9	6	10	3	9	5
October	10	0	9	3½	10	2	8	9
November	10	1	9	5	10	6	9	2
December	16	1	9	5	10	7	8	8
1881.								
January	23	4	15	11	9	6	6	9
February	21	2	17	0	7	11	6	0
March	18	1	10	9	9	9	7	11
April	10	8	9	10	10	0	9	7
May	11	1	10	2	10	4	9	0
June	10	5	10	2	10	6	9	10

Williamsburg Canals.

Morrisburgh, 13th July, 1881.

Sir,—I have the honor to submit my report, on the condition and working of the Williamsburg Canals (embracing the Farran's Point, Rapide Plat, Point Iroquois Junction and Galops Canals) under my charge, for the fiscal year ending 30th June, 1881.

These canals were closed for the winter season on the 11th December, 1880, and reopened for traffic on the 27th April, 1881, no interruption or delay from any accident to these Canals, occurred during the season of navigation.

Farran's Point Canal.

Repairs were done to the lock gates, sheaves and rollers were placed in chain holes to replace some broken, additional snubbing posts planted, stone in pier at entrance levelled. The portion of the pier and ice breaker at the head of this canal, destroyed by fire as reported in my letter of the 13th October, 1880, was rebuilt last fall; the banks are in good repair.

Rapid Plat Canal.

The repairs on this canal consisted in repairs to lock gates, repairing and renewing covering of the pier at the entrance of the canal, and stoning the banks.

The upper gates at Locks 23 and 24, will require to be further repaired during the winter. This canal requires dredging in several places.

Point Iroquois Junction and Galops Canal.

Repairs were made on the several lock gates on these canals, the wing wall at Lock No. 27 was rebuilt, and stone work at entrance of lock repaired; the swing

bridge over Lock No. 25, which was becoming decayed, was repaired and repainted, and some repairs were also done to the swing bridge at Lock No. 26; the lower gates at Lock No. 27 will require repair during the winter.

The banks on these canals are well protected with stone, the booms at Point Iroquois Canal where thoroughbly repaired this Spring.

The buoys under my charge, from Johnstown to Dickenson's Landing, have been replaced this spring.

From the lowness of the water of the St. Lawrence, and consequent decrease in the canals the following detention of vessels occurred.

In October 1880.

At Lock No. 22 One vessel detained 4 hours.
" 23 One vessel " 7 "
" " One vessel " 12 "
" 24 A vessel had to unload portion of her cargo.

In May 1881.

Lock 24—Vessel detained 11 hours in lock, and had to unload portion of her cargo, detaining two tugs with the tows part of the time.

The water has risen since first of June and no difficulty now occurs in passing vessels through.

I annex a statement shewing the extremes of depth of water on the mitre sills of the locks, during the season of navigation of the fiscal year ending the 30th day of June, 1881.

All of which is respectfully submitted.

I have the honor to be, Sir,
Your obedient servant,

A. G. MACDONELL,
Superintendent, Williamsburg Canals.

The Secretary,
Department of Railways & Canals,
Ottawa.

WILLIAMSBURG CANALS.

STATEMENTS showing the extreme of depth of water on the mitre sills of the several Locks during the season of navigation of fiscal year ending 30th June, 1881.

	Month.	Highest. Ft.	In.	Lowest Ft.	In.
Farran's Point Canal, lower sill, Lock 22 :—	July 1880,	10	9	9	2
	August "	9	6	8	9
	Sept. "	9	3	8	4
	October "	9	0	8	3
	Nov. "	11	0	8	5
	May 1881,	9	2	8	4
	June "	9	3	8	10
Rapide Plat Canal, lower sills Lock 23:—	July "	10	2	9	6
	August "	9	10	8	4
	Sept. "	9	7	8	0
	October "	9	3	7	9
	Nov. "	11	1	8	0
	May 1881,	9	5	8	9
	June "	9	9	8	9

Rapide Plat, upper sill, Lock 24 :—	July 1880,	10 4	9 6
	August "	9 10	8 6
	Sept. "	9 6	8 0
	October "	9 0	7 9
	Nov. "	11 0	7 9
	May 1881,	9 5	8 0
	June "	9 6	8 9
Point Iroquois, lower sill, Lock 25 :—	July 1880,	12 10	11 11
	August "	12 6	10 8
	Sept. "	11 11	11 0
	October "	11 11	9 10
	Nov. "	14 3	10 0
	May 1881,	12 0	10 6
	June "	12 4	11 5
Galops Canal, upper sill, Lock 27 :—	July 1880,	10 6	9 10
	August "	10 1	9 2
	Sept. "	10 3	8 1
	October "	9 10	8 8
	Nov. "	11 6	8 10
	May 1881,	10 0	8 10
	June "	10 2	9 2

A. G. MACDONELL,
Superintendent,
Williamsburg Canals.

Morrisburgh, 13th July, 1881.

SUPERINTENDENT'S OFFICE,
WELLAND CANAL,
ST. CATHARINES, 22nd Aug., 1881.

SIR,—Accompanying this you will receive my annual reports of the works done under my charge on the Welland and Burlington Bay Canals, for the year ending 30th June last.

Yours obedient servant,
WILLIAM ELLIS,
Superintendent.

A. P. BRADLEY, Esq.,
Acting Secretary,
Department Railways and Canals.

WELLAND CANAL,
SUPERINTENDENT'S OFFICE,
ST. CATHARINES, 23rd Aug., 1881.

SIR,—I have the honor to submit my annual reports on the condition and working of the Welland Canal, for the year ending 30th June, 1881.

The Canal was closed on the 30th day of November last and opened the 29th day of April *via* the Feeder and Port Maitland, and through to Port Colborne on the 2nd day of May, 1881.

During the winter the portion of the canal from Ramey's Bend to Port Colborne had to be again unwatered to allow the contractors to proceed with the deepening and enlargement works.

Water was again let in at the end of April. The water in the Feeder was maintained at a uniform level of seven feet above Lake Erie, and the supply has been abundant for all purposes throughout the season.

A very large amount of work has been performed on the Canal since the date of my last report, in extensive repairs and renewals; much remains yet to be done to avoid disasters, and I hope next spring to be able to keep the water out of canal long enough to complete the worst and dangerous parts requiring attention.

Navigation has been uninterrupted by serious accident throughout the whole of this charge.

In my last year's report I drew attention to the dangerous condition of the tow-paths along the Deep Cut and other parts of the canal where it has been widened and deepened, and I again wish to disavow all responsibility for the continuance of the same condition of things up to this date, that portion of the work not having yet been turned over to my charge by the Chief Engineer or the Department. In many places the banks have been scoured and gullied out to such a serious extent as to make them impassable for horses towing, and I may again repeat the language my last year's report: "The remedy or cure for these serious washings and wearings away in the Deep Cut and other places will be increasingly costly the longer they are neglected."

The Government scows have been fully employed in hauling stone and gravel to face up and raise the banks throughout where they had become very greatly in need of it.

At the foot of the aprons of nearly the whole of the waste weirs, a large quantity of stone will have to be placed without delay to prevent their becoming undermined, as I find very deep holes, below bottom of sheet piling, have been worn out in numerous instances by the many years wear they have been subjected to. An unusual number of new gates and balance beams have been hung since my last report, the old ones have been towed to gate yard and stripped and worked up as far as possible.

I purpose putting in some more dwarf stone dams in hydraulic race to prevent scour to banks.

I was unable to take down and rebuild the Hydraulic Race Aqueduct during the limited time (only three weeks) that the water was drawn out of the canal last spring, because all the mechanics I could engage were employed at other works. I shall put in new stone foundations and abutments for it this season, and have everything in readiness to put up the new one in spring.

On unwatering the canal, I discovered very dangerously deep holes at the foot of the aprons at locks No. 10 and No. 21 reaching, in some cases, below the bottom of the sheet piling, and the foundations of the wing walls on each side of these two lock entrances, had been entirely scoured or washed out, leaving the walls *without anything to stand upon* except a sill and a couple of cross bearers hanging out. How these walls remained standing so long was a mystery to me and the Chief Engineer, to whom I showed their very dangerous condition. I fear there are others in almost as bad a state. I shall, of course, make a thorough examination when the water is again drawn off. We have a fair supply of new gates on hand, and are engaged in making more.

The canal is working satisfactorily throughout.

The usual expensive work of cutting all thistles growing on Government property has been attended to.

I took down the wing walls of four of the large dilapidated waste weirs, that I considered the most dangerous, and rebuilt them while the water was out; there are several others the rebuilding of which cannot safely be deferred later than next spring.

The repairs and renewals made during the year may be generally indicated as follows:—

No. 1 Division, Port Dalhousie.

In front of collector's office and lock tender's house 264 feet of new fence has been built and painted,

Interior of collector's offices repaired, painted and papered, also one lock tender's house.

Lock and Level No. 1.

Two new lock gates have been put in, and a new way laid over the old ones, at Mill Pond.

Lock gates twice raised, two old steps taken out and new ones and brasses put in.

Forty-five piles, driven and capped with 345 feet heavy capping, have been put in along floats where vessels had displaced them.

Lock, No. 2 *Bridge and Level.*

Bridge-tender's house repaired, partitions put up &c. Double house for lock-tenders, furred, plastered, painted and refitted. Retaining fence 150 feet long 5 feet high built at Shickluna's dry dock yard, gate made and hung and fence adjoining twelve Mile Creek bridge built. Box drain at same place 12 x 12, 48 feet long, made and put in. Bridge at Axe Factory repaired and replanked, eighteen hitching posts put up, and foot of Lock No. 3 railed, floats repaird. Axe Factory bridge of and bridge over lock blocked up for winter; these were again removed in spring. Bridge over lock replanked, storm door on kitchen made and put up. Waling placed along piles, new bents and rack placed under weir bridges and waling altered. Centre stones of upper and lower weirs shifted. New centre blocks put under bridges. Approaches to Axe Factory bridge strengthened. All valves to weir overhauled and renewed.

Boat house and boat repaired.

St. Paul St. Bridge.

Bridge and approaches replanked at various times, new iron cannon hangers put on, bridge covered and blocked up for winter, and blocks stripped and removed in spring.

Lock and Level No. 3.

Construction of high retaining wall finished up to wing of lock, the same coped, and new lock gate put in.

Long length of box drain from street opposite Canal Office to Race made and put in.

Oak casings to lock coping put on and timber renewed, at upper end of lock furred.

Canal Office, Custom House, Inland Revenue, and, Weights & Measures Building, St. Catharines.

Falling plaster and laths removed from ceilings in 4 rooms, and the same sheeted with narrow buttons and thrice oiled: also three front and rear walls drilled and bored through and 6 long rods inserted through the building, with long wrought iron vertical plates outside of each end and the same screwed up to prevent building from spreading.

Stables and barn repaired and roof reshingled.

Sundry repairs executed and new case for papers put in.

House for lock tender furred, plastered, painted and refitted.

Lock No. 4, *Bridge and Level.*

Bridge over lock, repaired sundry times; bridge blocked up for the winter, and removed in the spring; new cellar and storm doors made and hung.

Shutes repaired and plank put along to allow men to cut away ice.

Bulkhead at head of Race, below Neelon's Mill, rebuilt.
Mitre sill of lock pieced and new frog put on.
Slush boards hung at Riordon's fence.
New bent placed under heel path bridge, opposite Neelon's Mill and superstructure strengthened; floats overhauled and repaired. Swinging gear for bridge put up. Spill way between upper and lower Race, jacked up and repaired.
New house for Lock Master, built.
One new balance beam put on.

Lock 5, Bridge and Level.

Heel path bridge repaired, bridge over lock raised on pivot, and new toe roller put on.
Bridge blocked up in winter and removed in the spring. Outside doors put on dwelling house.

Lock and Level No. 6.

Bridge repaired; 240 ft. of fence prepared and put up around garden, also box drain, and plank walk,
Outside door placed on dwelling house.
Area walls partly built and trap doors made and put on, also frames and sash.
New balance beam put on. four pieces of pine filling in lock gate, framed and put in. Lock tender's house furred, plastered, painted and re-fitted.

Hydraulic Race and Aqueduct.

Two dwarf stone dams put in to check scouring of banks.
Bottom renewed and sides of aqueduct flume repaired and recaulked.
Supporting bents and frame of flume pieced out and repaired. Ice kept clear, night and day, from Aqueduct to Red Mill.
Seventy five ft. of dry stone retaining walls built on each side of Thorold road bridge.
Stone abutment of aqueduct repaired, portable float made for repairing uses.
Stringers of farm crossing bridge 35.0 × 12.0 renewed and newly planked. New bridge built at head of aqueduct 65.0 × 12.0.
Barbed wire fence and iron posts put up in parts of Race to keep off cattle.

Gate Yard and Shop at Thorold.

Sundry old gates hauled to gate yard from various parts of canal,—available irons taken out and worked over, and snubbing posts made of all sound girts. One hundred and forty snubbing posts made out of the old ones and iron caps put on a portion of them. Store house and blacksmith shop 18 × 24, 16 ft. high, framed, raised and completed, and forge, bellows, shelves &c., placed in it. Barrows repaired throughout. Numerous pike poles and rake handles made. Sixty mile posts squared up, cut off, and iron caps put on. 7 balance beams framed. Sundry patterns made. Carts and wagons for quarry works repaired.
Four new lock gates framed and put together, built, launched and conveyed to store ponds.
One derrick, complete for quarry. One strong ladder and one chest for suit, made for diver.
Scrap house 12.0 × 12.0. × 8.0 built One hundred and sixty-five feet of fence and gates built to enclose Yard.
Long derrick rebuilt. Sundry stone boats for quarry and masons made. Floating pile driver overhauled, caulked and repaired.
Numerous box drains made for road crossings. Cattle treading-ways in sides of race, made and sets of 5 steps erected for pedestrians to cross over fence.

Lock No. 7, Bridge and Level.

100 feet of protection railing posts built and framed to prevent teams going over bank.

Balance box of bridge renewed. Bridge blocked up in the winter and removed in the spring. One new lock gate hung. New valve pin put in gate.

Lock and Level No. 8.

One new lock gate put in. Two new balance beams put on. Heel path bridge repaired.

Lock and Level No. 9.

Piles driven to hold floats in position.

Lock and Level No. 10.

Two new balance beams put on lock gates and one piece of new filling in one gate. Floats repaired and piles driven to hold floats in place.

New bridge built over weir 65.0 × 12.0 and strong railing on each side. Also a new bridge on heel path side 45.0 × 12.0. Mitre sill of lock repaired and new frog put in. New apron put down at foot of Lock. Bridge over weir rebuilt.

The deep washout at foot of lock filled in and levelled up with stone and between wing walls paved across with stone paving on edge. Both wing walls underpaved with heavy courses of stone.

Lock and Level No. 11.

Aprons and floats repaired, and piles driven to hold floats in place. Wing walls of waste weir taken down and rebuilt. Lock and weir walls raked out, jointed and pointed.

Lock and Level No. 12.

Floats and aprons repaired, and piles driven to hold floats in place. One bumping crib partly rebuilt, not yet finished. Wing walls of waste weir taken down and rebuilt. Joints raked out and lock and weir walls pointed.

Lock and Level No. 13.

New timbers put under crabs. Piles driven to hold floats in place and floats repaired. Lock copings cased with thick oak plank. Two bumping cribs rebuilt. Joints raked out and lock and weir walls pointed.

Lock and Level No. 14.

Piles driven to hold floats in place. Floats and aprons repaired. Three bumping cribs rebuilt. Wing walls of waste weir taken down and rebuilt. Joints raked out and lock and weir walls pointed.

Lock No. 15, Bridge and Level.

New balance beam put on lock gate. Manhole and cover for cistern in lockmaster's house made. Floats and aprons repaired. Old caps removed and new ones put on gallows frame of bridge. Piles driven to hold floats in place. Bridge blocked up for winter and blocks removed in spring. New thick oak plank casing put on copings of lock walls.

Two bumping cribs rebuilt. Swinging gear put up for bridge. Long ditch cut along roadside.

Double house for lock tenders, furred, plastered, painted and refitted.

Joints raked out and lock walls pointed.

Lock and Level No. 16.

Piles driven to hold floats in place. Quarrymen's house repaired.

New thick oak plank casings put on lock copings. Fence across race raised and rebuilt. Wing walls of waste weir taken down and rebuilt.

New privy built at quarry. Lock walls raked out and pointed.

Lock and Level No. 17.

Valves of lock gate repaired. Old gate conveyed to No. 10 Pond. Floats and aprons repaired.

Old lock gate taken out and new one hung. Three hundred and ninety-six feet of dry stone retaining wall, 4 feet high, built.

Lock and Level No. 18.

New steps and handrail made and put up slope to house. New thick oak plank casings put on lock copings. Floats and aprons repaired. Stop block put on heel posts.

New fender, 200 feet long, placed along rock slope. Old lock gates taken out and new ones hung. Six hundred and twenty feet dry stone retaining wall, 3½ feet high, built.

Lock and Level No. 19.

Three doors made and hung, new outside steps, and lock tenders house repaired.

Lock house removed and frame storehouse built under the same.

New thick oak plank casing put on lock copings. Stop block put on heel post. New coping timbers put on head of lock. New fender 340 ft. long placed along rock. Heel path bridge repaired.

Dry stone retaining wall 50 ft. long, 10 feet high, 3 feet wide—built. Dry stone retaining wall 58 feet long, 3 feet high—built.

Two lock-masters houses, furred, lathed, plastered, papered and repaired.

Division No. 2,—Lock 20 to Feeder Junction.

Lock and Level No. 20.

Old lock gate taken out and one new one hung. Two new balance beams put in. New thick oak plank casings put on lock copings. New bridge built over wash weir. One old crab repaired, and one new one put up.

Forty lineal feet of dry stone retaining wall built 3 feet high. Three hundred and nine lineal feet of dry stone retaining wall built 4 ft. high. Sixteen feet of 6-in. drain pipe laid under tow-path. Joints raked out and walls of waste weirs pointed in cement.

Lock and Level No. 21.

Copings of lock cased with thick oak plank. New balance beam put on gate. Laid in 3 pipe drains 18 ft. long and 1 of 20ft. stone culvert. Built 334 lineal ft. of dry retaining wall 4 feet high. 996 lineal ft. of soft tow-path raised and macadamized.

The deep washout at foot of Lock No. 22 filled in and levelled up, with stone paving on edge put in between wing walls; both wing walls underpinned with heavy courses of stone. The bank of wash weir race at Dobbies stoned and willows planted.

Joints raked out and walls of wash weirs pointed.

Lock and Level No. 22.

Copings of lock cased with thick plank. One new gate hung and one new balance beam put on. Two new iron crab locks put in. Four new iron valves put over collar holes of gates.

New bridge 60 ft. x 12 ft. built over waste weir. New crab rollers and chains put on to slush boards. Top of bumping crib raised 2′ x 36′. Two platforms laid down. New foot boards and irons put on to head gates. Forty-two feet lineal pile and timber frontage built next Dobbies wharf and backed up with stone and earth. Wing wall of waste weir taken down and rebuilt and wall backed up with puddle. Joints of lock and waste weir walls raked out and pointed. New float bridge 100 ft. × 12 ft. built across race. Eighty lineal feet retaining wall, 3 ft. high, built of cement. Three lock-masters houses furred, lathed, plastered, papered and repaired.

Lock and Level, No. 23.

Coping of lock walls cased with thick oak plank. One new gate crab, and four new crab blocks, caps and sheaves put in. Four new iron valves put over gate collar poles. New footboard and irons to head gates. Tow platforms laid down. Both sides of lock raised,—broken stone put on tow path side. New bridge built across flume at Band's Mill. Tow path leading to Spinks Mill raised. Roadway formed and broken stone put on. New float bridge built 40 × 12 feet. Joints raked out and pointed in all waste weirs and lock walls.

Lock No. 24 Bridge Level.

Coping of lock wall, west side cased with thick oak plank. New street bridge built over race 18.0 × 24.0. Seventy-five feet pile and timber approach to lock built and backed up with earth. Seventy feet of lineal dry retaining wall, 4 feet high, built. Two hundred and nineteen feet lineal dry retaining wall, 9 feet high, built. Heel path over old lock at back of Lawsons raised 63 feet with 3 courses of timber. All joints in weirs and locks raked out and pointed with cement.

Lock No. 25 and Three mile Level.

Copings of lock walls cased with thick oak plank.

Three new iron crab blocks, caps and sheaves put on. Top of bumping crib raised 2′ × 72′ both sides of canal. New footboards and irons put across head gates. Both sides of lock raised and broken stones put on tow path side. New bulkhead built in cement to the waste flume of mill pond, 36 feet long and backed up with 12 yards of puddle. New set of head gates, at the upper bulkhead to above pond put in and new screw gear to work them. New iron rack put in above the waste weir gates 66 feet long and 10 feet high. All the joints of waste weirs and lock raked out and repointed with cement. Old abutments and canal approaches at west side of O'Neils Bridge taken down, and throughout rebuilt in solid crib work. Slopes, &c., graded and sodded. Old plank bottoms of Beaver dam and double culverts taken up and the same relaid with 6696 feet new plank. Ditch alongside of highway cleaned out and deepened, and 200 feet lineal, 16 inch stoneware pipes laid in—the same covered up and canal banks strengthened at this point with 500 cubic yards of earth, and willows planted along the bank. Removed by blasting a considerable amount of projecting rock along little deep cuts. Swinging gear put to Marlatt's Bridge.

Guard Lock, Allanburg.

The gates and the floor track on which they should run at this important lock have become so much displaced and out of order that two additional men have to be employed night and day to work them.

During the close of navigation I intend to put in a dam at the head, and to have these gates and the track put in proper order.

Port Robinson.

Scows collected and moored into position for temporary bridge across canal, timber and plank approaches made to same, cleared away in the spring and Ferry put in until new bridge was put up.

Quaker Road and Ferry.

Bridge similar to that above mentioned, &c., was built, cleared away in spring, and ferry put on. Ferry approaches were filled in after new bridge was opened.

Welland.

Hauled material and filled in sunken part of highway where old canal formerly ran. Four steps put in new lock ready for hanging new gates. New protection fence built along east approach to Welland Bridge.

Four old gates removed to lay-by at Port Robinson.

Feeder Junction

Scows collected and moored into position for temporary bridge across canal, timber and plank approaches made to same, cleared away in spring, and put on ferry until new bridge was opened.

No. 3 Division.—Feeder Junction to Port Colborne.

Back ditches, both sides of canal and outlet ditch to lake, cleaned out. New connecting ditch dug in village, stone culvert built across street, and the same planked.

Temporary bridge built across canal at Humberstone, and the same removed after the water was let into the canal in spring. Ice broken with dredges and tugs. Floats and ferry scows removed into finished part of canal, before water was pumped out by contractors. Floats repaired and replaced in spring all along rock cuts, including building 615 feet lineal new floats, to replace those broken up. Float built and put in place to protect new wall of Port Colborne Lock. Port Colborne Lock gates overhauled and repaired, and part of contractors dam removed. Diver assisted. Bridge across back ditch, used for hauling stone across, &c., was taken down and removed.

Raised purchased lock masters house; built new cellar under same, and cistern and cemented floor. Roof reshingled, new chimneys built; plastering &c., repaired. Ditches excavated from lock master's cellar to back ditches, and stone drain built for same. Foundation of harbor master's house raised and levelled; cellar floor cemented, kitchen roof raised; new eavestrough all around, roof reshingled. Earth dug out and foundation built of stone for store, tool house and carpenters shop. Ice broken from Port Colborne to Welland with Tug to keep open navigation. Scoured stone and deep washouts filled in at mouth of box drains along slope after enlargements. Old box drains taken out and new ones put in across street at Port Colborne. Seven inch tube put in and old crib curbed well, that had rotted out, filled up.

No. 4 Division.—Feeder Junction to Dunnville and Port Maitland.

From Dunnville to Stromness and Port Maitland, distance 6½ miles, there are 2 locks, 3 swing bridges, 3 waste weirs, 1 very long dam across Grand River, 5 culverts, 1 lock house, 2 lock tenders' houses, 1 bridge house, 12 stationary bridges, 1000 feet. boom, 1,400 feet of dam embankments, 2 piers and harbor with a depth of water,

from Lake Erie to outlet of canal, of 19 feet, and thence to lock an average of 10 feet at low water line. From Stromness to Boulton ditch, Marshville and Junction, 16½ miles, 1 lock, 3 swing bridges, 2 stationary bridges, 1 sluice way, 3 culverts and 2 back ditches partly filled up. The supply of water has been greater than for many previous years and sufficient to permit the mills and manufacturers along the line to run with full supply to the end of the year.

Rebuilding Toll Bridge, Dunnville.

A temporary roadway had to be constructed below the toll bridge and across all the aprons of dam to permit teams, &c., to pass during the removal and renewal of the superstructure of the old bridge, which has been done in a much more substantial manner than heretofore. The bridge and dam have also been much strengthened by the erection of new and additional bents between each pair of the piers. During the heavy spring freshets of previous years, when the river was filled to its utmost capacity and the water nearly overflowing its banks, very large quantities of ice, logs, stumps, irons and rubbish of every description came rushing down with almost irresistible force, they frequently struck against the superstructure of bridge and piers, seriously racking the whole structure, causing leaks underneath and becoming jammed within the gates and threatening the entire destruction of the bridge. In the removal of the works I deemed it advisable to raise the piers and the entire roadway two feet higher, which will now allow these obstructions to pass harmlessly through. The new bridge and roadway is also 20 inches wider than the old one, and affords superior facilities for general traffic.

The old approaches at the end of the bridge built some 25 years ago had become so dilapidated that it became necessary to remove them.

The new approaches are built up with 12 x 12 timber and filled in with stone and gravel. The new bridge has been painted three coats and the piers and bottom structure have had three coats of whitewash.

As the roadway at each end of the bridge was scarcely wide enough to admit teams to pass, 20 feet has been added to its width, which affords ample room for all purposes.

The toll-keeper's house has been removed back, thoroughly repaired and painted; also piles driven in the rear, backed up with timber and filled with stone and gravel to protect foundation of house from the wash of the river, freshets, and ice, in the spring.

Stromness Swing Bridge.

The old swing bridge at Stromness with its approaches built in the year 1859, has been taken down, and replaced by a new bridge, on an improved plan; it is a substantial structure and can be turned by a pressure of 30 lbs. New piles have been driven in to support the new approaches and protect the bridge.

Grand Trunk Railway Bridge.

The Grand Trunk Railway Co. have had the Feeder channel dredged out between the approaches of their bridge to cause the channel at that point to be of uniform depth with the feeder above and below the bridge, they have also at my request considerably widened and deepened the culvert under their track connecting our back ditches.

Boulton Ditch Bridge.

One of our swing bridges, no longer required on the line of the main canal, I shipped to the Boulton Ditch road, where a few piles were driven and capped to receive it, also a few piles were driven to form a toe approach, and backed with timber and filled in with stone to make a landing approach, all of which was executed at a small outlay and supplied a want long solicited by the people in that section.

Back ditches, canal bank, culverts, &c.

There have been 18,000 yards of earth removed out of the back ditches between Boulton Ditch and Grand Trunk Railway Bridge on each side of the feeder, and on the north side of the feeder, south of Mr. E. Lee's mill for a distance of nearly ½ mile, the bank had become so much settled that it stood only a few inches above the canal level and was in danger of breaking and giving away. It was therefore deemed necessary to raise and strengthen the bank at this place.

There have been about 8,000 yards excavated out of back dich and placed on the bank at said place. The culverts along the division have all been cleaned out and the rubbish burned.

The mitre sills of the Guard Lock at Dunnville, as well as that of Port Maitland Lock has been cleaned. Canada thistles and all obnoxious weeds have been cut on Government land. The pile driver has been repaired and placed in good working order. All the stationary bridges on the division have been kept in a good state of repair, the swing bridges have been raised on their pivots and properly balanced; nearly all the waste weirs and other works on the south side of river have been whitewashed and otherwise properly repaired.

Port Maitland.

The contractor for the renewal of the east pier at Port Maitland, has commenced work and it is progressing as rapidly as is practicable.

GENERALLY.

Crabs, chains, valve pins, screws, lift rods, gate irons, fenders, face planking, flooring and aprons of locks and waste weirs have been repaired throughout.

Floors, etc., of Government scows repaired and partly renewed from time to time. Snubbing posts, balance beams, fences, interior of shops, &c., whitewashed throughout.

All slush boards of waste weirs have been repaired, and regulated throughout for winter and spring.

A very large number of willows have been planted, also tree slips along various exposed and slipping banks.

A large amount of mud and other deposits has been wheeled out from the bottom of various levels where it was too high to clear keels of vessels.

A considerable amount of new ditching has been cut in various places and old ones cleaned out and deepened.

A very large number of old snubbing posts have been replaced by new ones, and numerous new ones put down in other places.

FINES, DAMAGES, &C.

I have collected during the year from masters and owners of vessels the sum of $180 in fines for violation of canal regulations and for damages to works, which amount I have handed H. H. Collier, collector of this port, and I append a statement of the above marked A. I also append a statement marked B showing the greatest and least depth of water on mitre sills at Port Colborne and Port Dalhousie locks in each month during the year, also a comparative statement of the average depth for the months of June 1880 and 1881, which shows that the water has been higher by 5 inches at Port Dalhousie and 1 inch lower at Port Colborne than for the same month in the year 1880.

Your obedient servant,

WILLIAM ELLIS,

Superintendent.

A.

STATEMENT of Fines and Damages collected from Vessels Contravening Canal Regulations for fiscal year ended 30th June, 1881.

Dates.	Name of Vessels.	Fine.	Damages.	Total.
1880.		$ cts.	$ cts.	$ cts.
June 30	Schr. Wanannosh	10 00		
Aug. 30	Raft. Lyons & Son	10 00		
Sept. 1	Propellor Prussia		120 00	
1881.				
May 17	Barge Pride of America	10 00		
do 20	Schr. Bismark	20 00		
June 13	do Mystic Star	10 00		
	Totals	60 00	120 00*	180 00

*Handed H. H. Collier, Esq., Collector, St. Catharines.

B.

STATEMENT showing the depth of water on the Lower Sill of Lock No. 1, Welland Canal, Port Dalhousie, for the fiscal year ended 30th June, 1881.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1880.	Ft.	In.	Ft.	In.	1881.	Ft.	In.	Ft.	In.
July	13	5	12	11	January	11	10	11	2
August	13	2	12	5	February	12	1	11	1
September	12	9	12	0	March	12	6	11	10
October	12	1	11	5	April	12	10	11	11
November	12	2	11	3	May	12	11	12	1
December	12	1	11	6	June	13	2	12	8

Average depth, June, 1880 ..... 13 4
" " " 1881 ..... 13 9

STATEMENT showing the depth of water on the Upper Sill of Lock No. 27, Welland Canal, Port Colborne, for the fiscal year ended 30th June, 1881.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1880.	Ft.	In.	Ft.	In.	1881.	Ft.	In.	Ft.	In.
July	13	10	12	4	January	11	9	10	7
August	13	0	11	6	February	11	11	9	6
September	14	1	11	7	March	12	5	10	6
October	14	2	10	11	April	13	2	11	7
November	14	10	11	1	May	12	9	11	11
December	13	8	11	0	June	13	1	11	9

Average depth, June, 1880 ..... 12 8
" " " 1881 ..... 12 7

BURLINGTON BAY CANAL.

SUPERINTENDENT'S OFFICE,
ST. CATHARINES, 23rd August, 1881.

SIR,—I have the honor herewith to transmit my report of the working and condition of the Burlington Bay Canal, for the year ending the 30th June, 1881.

The canal was closed on the 9th day of December last and opened on the 18th day of April, 1881.

No interruption to the passage of vessels occurred during the year.

In the early part of the season I had to employ a powerful tug and diver from Port Dalhousie with proper apparatus, to remove out of the centre of the channel into the lake a sunken scow that had been removed out of its berth in the Bay by a severe storm and deposited it there.

The progress in the reconstruction of the piers on both sides of the canal has been satisfactory, and so continues.

The steamboat passenger traffic to the Beach seems to be on the increase, as does also the ferry traffic across the canal.

The outlay for repairs has been very light.

I have the honor to be,

Your obedient servant,

WILLIAM ELLIS,

Superintendent.

F. BRAUN, Esq.,
Secretary, Department Railways & Canals.

RIDEAU CANAL.

RIDEAU CANAL OFFICE,
OTTAWA, August 13th, 1881.

SIR,—I have the honor to submit my annual report on the works under my charge, during the fiscal year ending 30th June, 1881.

Navigation closed at Kingston Mills and Ottawa on the 17th and 24th November, 1880, respectively, and opened at Kingston Mills and Ottawa on the second of May, 1881.

Owing to dry weather, increase of lockages, and the want of reserves, the water on the descending reaches, towards Kingston, fell below navigation height early in the fall, more especially on the level between Lower Brewers and Kingston Mills when, on the 14th October, it was one foot five inches below navigation height.

Our summit level (Little Rideau Lake) fell by the close of navigation to one foot three inches below navigation height.

On the reaches descending to Ottawa the twenty-seven mile reach fell to five inches below navigation.

Every year's experience tends to confirm me in the opinion that to maintain navigation until its close during an ordinary season, the different levels must be maintained as long as possible, at their spring height, and that water cannot be spared for water power except where it is necessary to pass the water on to fill up levels below. As traffic increases the mill interest will have to be curtailed as there is not a sufficient supply for both.

Traffic, notwithstanding the lowness of some of the reaches, was continued until the close of navigation, but of course with lighter loads.

The navigation opened this year with a good supply of water on all the reaches, and there is every prospect of good water being maintained until the close.

To prevent waste of water considerable expenditure will be necessary next year, at Kingston Mills and the narrows Station. At both stations there are heavy leaks through the wing walls and under the sills.

Coffer dams will be necessary at both places.

An attempt was made last fall to come to some arrangement with the person whose land was alleged to be drowned by the dam forcibly destroyed at the foot of Mud Lake, in July 1876, (commonly called Chaffey's Dam) with a view to its re-erection.

The agent employed reported after carefully going over the whole ground, that the claims put forth by the several parties being so unreasonable he saw no chance of an amicable settlement being arrived at.

If the Government therefore desire to retain the reserve waters formerly held back by this dam, the only course will be to rebuild, and arbitrate on the alleged damages. If this had been done in 1876, there would have been no trouble.

The principal repairs executed at the different stations were as follows:

Kingston Mills.

Repairs to lock gates, and 100 yards of gravel delivered on the dam.

Brewer's Lower Mills.

Repairs to lower gates, bulkhead renewed. Swing bridge re-planked.

Brewer's Upper Mills.

Bulkhead renewed and two pairs of sluice frames put in.

Jones Falls.

Pair of new gates framed and put in upper lock. Timber delivered for renewing another pair.

Davis'.

Planked bridge over bulkhead.

Newboro.

High bridge painted. Flanges in lock gates repaired.

Narrows.

Three hundred yards of gravel and stone put on dam. Block House painted.'

Smith's Falls.

Lock house shingled and Eastern Bulkhead rebuilt.

Old Slys.

Lock house shingled.

Merrickville.

New foot platform attached to swing bridge,—repairs to two pairs of lock gates,—100 yds. of gravel put on Dam,—Timber supplied for renewing two pairs of lock gates, and two new swing beams put on.

Clowe's Quarry.

New stone house erected and 100 yds. of gravel put on dam.

Nicholson's.

Swing bridge painted and 100 yds. of gravel on dam.

Burritts Rapids.

Repairs to lock house, 200 yds. of gravel on dam.

Manotick.

One hundred fifty yds. of gravel on bulkhead, and repairs to swing bridge.

Black Rapids.

Eastern bulkhead renewed, 2 new swing beams and repairs to sluices.

Hogsback.

One hundred yards of gravel on dam. Apron of bulkhead repaired.

Ottawa.

One pair of lock gates renewed and painted. Pier of lock taken down and rebuilt and general repairs to sluices. Repairs to wharf round basin.

The works generally are in good working order. Traffic is increasing both in freight and passengers, two new passengers steamers being placed on the route this season.

I have the honor to be, Sir,
Your obedient servant,

FRED. A. WISE,
Superintending Engineer.

TRENT CANAL WORKS,
ENGINEER'S OFFICE,
PETERBORO, November, 1881.

SIR,—I have the honor to submit my annual report on the works under my charge, for the fiscal year ended June 30th, 1881.

From July 1st to the close of navigation, November 10th, 1880 the water in the several canals along the line of navigation, was maintained at the standard level, viz: 5' 0" on the mitre sills of locks.

The greatest number of lockages made at any single lock, during the season of navigation, was 864, composed of 644 barges, and 220 steamers. The total number of lockages made on the several canals, was 1,420, conveying a tonnage of about 42,000 tons, consisting of products of the forest, products of animals, agricultural and mineral products, and merchandize.

Comparing the season 1880–81, with that of 1879–80, it shews an increase in the transportation of "products of the forest," and "agricultural products" but a decline in mineral products, the cause of this decline is in consequence of the iron mines at Marmora not being worked as extensively as in the previous year.

No break of any consequence occurred at any of the works and navigation continued uninterrupted, except at Hastings Station, when it was necessary to suspend it in the month of September, in order to execute certain urgent repairs, it closed November 8th, and opened April 26th following.

The quantity of timber that passed the slides for the past year, amounted to the following, viz:—

Saw logs	741,520
Square	7,957
Boom timber	9,220
Cedar	7,000
Shingle Bulls	780

The nature and object of the works along the line of navigation having been fully described by me in detail, in former reports, I shall confine myself to laying before you as briefly as possible, a description of the necessary repairs executed at the several stations, during the past fiscal year, together with those required.

Lindsay.

A new fish pass was constructed here, as called for, by the Department of Marine and Fisheries.

Scugog River.

This is a branch of the main line of navigation in a south-westerly direction to Port Perry at the head of Lake Scugog. A number of sunken logs and snags, that had accumulated in the bed of the river and impeded steamboat navigation were removed. Also a beacon was erected at the mouth of the river to direct boats approaching from lake Sturgeon, it is necessary that a light should be placed on this beacon, and a lighthouse keeper appointed.

Fenelon Falls.

The timber slide which was damaged to such an extent, as to impede the passage of timber, received the necessary repairs.

A line of piers is required above the throat of the slide to direct the running of timber thereto, and the cribwork forming the north side wall requires three new top courses.

Bobcaygeon.

The repairs executed here consisted in renewing berm bank of canal, fixing new braces and sheeting a portion of the dam, repairing swing bridge and constructing side walk thereto, repairing Lock Master's office, constructing a new wharf at head of canal and removing boulders from channel approaching the lock.

Timber is being delivered for new lock gates, which will be constructed this winter, so as to be ready for the opening of navigation.

The western dam being much decayed, requires more than ordinary care and expenditure from year to year to keep it from being carried away by the freshets, the result of such accident (if such it can be called now) would be, to run down the level of Lake Sturgeon, on which there are 10 steamers engaged, some in conveying passengers, and others in towing lumber grain, rafts &c., and cause a cessation of this trade. I would therefore urge the necessity of constructing a new dam here.

Buckhorn.

At this station the boom piers weir repaired, the waste weir renewed and wing dam re-planked.

The dam is undergoing extensive repairs, such being found necessary to ensure its safety, new guide booms are being fixed and boulders below slide removed.

The parties who were so anxious to obtain a grant of the surplus water at this station for running a grist mill, have as yet neglected to sign the departmental form of lease.

Burleigh.

The works, here, were erected almost exclusively for the benefit of the lumber trade, and now require repairs, which I have already reported on, and in accordance with instructions I have addressed several of the lumbermen who yearly make use of the works, on the subject of what toll they would be agreable to pay, provided the Department made all the improvements required; up to the present I have not received a definite reply, but hope to be able to transmit their views in a short time.

Lakefield.

On the stretch between this station and Burleigh, there is a considerable trade springing up in transportation of railway ties, cedar posts, cord wood, shingles &c., and the channel in several places is obstructed by boulders; these are being removed by a "Stone lifter," and when completed, an extra depth of a foot will be obtained, giving a total depth for navigation, when water is level with the apex of dam, of 4' 8."

If the dam were under Departmental control, it would be a great benefit to all parties interested, both in the navigation, lumber and milling interests. At present it is a constant subject for dispute and contention, the water levels not being regulated satisfactorily.

Peterborough.

The saw-dust banks formed in the river have become such a nuisance as not alone to obstruct navigation, but to cause sickness in the surrounding locality. Having been requested by Mr. Perley, Chief Engineer, Public Works, to prepare a detailed report on this matter. I am doing so, and in order to shew the positions of the several saw-dust banks, and the depth of the accumulation on the bed of the river, I am making an accurate survey of the river and lake adjoining the John, to accompany the report.

Little Lake.

A new boom pier was constructed and others repaired, and the booms strengthened and fixed.

Whitlaws Rapids.

The repairs at this station consisted of deepening approach to lock and removing boulders, some masonry repairs to lock, fixing new chains to lock gates, strenthening wing dam, painting and strengthening lock gates. A shoal, that existed a short distance below the cross dam and directed the current into the entrance to canal below lock, was removed. The guide booms were overhauled and fixed.

The upper mitre sill of lock is being repaired, and the sluice area in gates enlarged.

The lock requires new lower gates, the wing dam, entire renewal.

Otonabee River.

The shoals at the following places, viz.: Yankee Bonnet, Dangerfield, Robinsons Island,—have been removed and there is now 3 inches water more on these shallows, than on the lower mitre sill of lock at Whitlaw's Rapids.

Hastings.

In accordance with instructions contained in letter No 3623 the repairs to the dam at this station were satisfactorily carried out. They consisted in stopping the leak under the dam which necessitated, the construction of a coffer dam across the river at a place known as the "flat rock;" great difficulties were encountered in getting the coffer dam "water tight," and on several occasions it gave out, causing great annoyance and loss of time, but ultimately it got its "set" and the main dam was laid bare; it was found that between the sills and the bed of the river there was a space of 1' 6" through which the water flowed for one half the lenth (126' 0") of the dam, this was closed up with 3-inch plank and concrete, and the dam gravelled. The throat of the slide which also leaked badly was repaired and some masonry repairs to wing wall of lock executed. The beneficial result of these repairs is now apparent, Rice Lake being higher (notwithstanding the continued drought) than has ever registered for the last forty years according to the Lock Master's returns. New chains and gearing for working the lock gates have been fixed, and the Lock Master's house cleaned and painted; new fences around lock grounds were also erected.

The repairs required consist in repairing lower mitre sill of lock, and constructing lower gates, and the south half of the dams should receive similar repairs to those executed on the north half.

About ¾ of a mile above the lock, the river is spanned by a bridge constructed by the Grand Junction Railway Company, in which there is a swing. This swing in its present shape is totally inadequate for the requirements of navigation, inasmuch as the piers of the bridge are set obliquely to the direction of the current, and there are no approaches whatever constructed to the swing.

I submitted a detailed report on this matter to the Department, but I regret, and those interested in the navigation of these waters regret, that the details therein submitted, were not carried out. There is now, I am informed, an injunction in Chancery issued, prohibiting the railway from crossing the bridge in its present shape, and demanding that necessary improvements be made to the swing.

Heely's Falls.

The dam has been gravelled and repaired and the throat of the slide above the stop logs replanked. To do this it was necessary to construct a cofferdam which was satisfactorily accomplished and remained staunch and tight.

The present guide boom should be extended about 180 feet, so as to direct drift wood into the slide and prevent it from going over the dam. The side walls of the slide require renewal and must be attended to this coming season.

Middle Falls.

Instructions having been given to construct a flat dam at the head of the rapids, a survey of the rapids is about being made for that purpose.

The lower slides having been for a number of years disused, it is now the intention of the lumberers, instead of running the rapid after running the upper slide, to run the lower slide, it will therefore require to be put in working order.

Campbellford.

The pier and guide-booms have received a general overhauling and fixing.

Ranney's Falls.

The works erected here by the late Joseph Keeler, Esq., for the purpose of conveying water to the Pulp factory which is just completed and in running order, are of the best description and very creditable.

The factory is capable of running up to 600 H.P.

Chisholm's Rapids.

The works carried out at this station consisted in cleaning out and deepening the canal, constructing open lock gates, gravelling and repairing dam. In order to hang the lock gates it is necessary that the lock should be pumped out and the chamber cleaned, as at present there is over 3 feet of debris and mud on its floor.

The boulders below the canal require removal, and a head gate constructed at considerable expense and delay.

Application for a water power has been made by Mr. Clement Armstrong who has purchased all the land through which the canal passes, and who has divided it up into village lots and erected several houses thereon, and as the gentleman evidently means business and is possessed of energy and enterprise, I beg respectfully to advise that, as he would be a worthy recipient, it would be well to give him a grant of the surplus water according to Departmental form of lease.

He has already excavated his race-way and constructed his head gates, and according to his own statement is only waiting to receive a lease, to build a "large factory"

Before concluding, I beg to state that owing to the unsatisfactory manner in which the water was regulated on the Feeders during the present season, I have found it necessary to place a man in charge for a month or two in the year of the dams erected thereon, so as to regulate the supply. This course I have found it absolutely necessary to pursue as the lower levels are dependent on the feeder.

I have the honor to be, Sir,

Your obedient servant,

THOMAS D. BELCHER,

Superintending Engineer.

F. BRAUN, Esq.,
Secretary,
Dept. of Railways and Canals,
Ottawa.

TRENT VALLEY NAVIGATION.

OFFICIAL REPORT of Steam Vessels inspected last year on the waters included in the proposed Trent Valley Navigation.

Name.	Tonnage.	Remarks.
Carriola	35	Screw, Passenger and Freight. Lake Couchiching.
Victoria	63	Screw Tug. Lakes Simcoe and Couchiching.
Emily May	362	Paddle, Passenger. Lake Simcoe.
Mary Ellen	81	Paddle Tug. Lindsay Lakes.
Anglo Saxon	47	do do
Samson	129	do do
Lady Ida	27	do do
Beaubocage	129	do do
Victoria	191	do do
Vanderbilt	286	Sturgeon Point, Paddle, Passenger. Lindsay and Bobcaygeon.
Maple Leaf	29	Bobcaygeon, Screw, Passenger. Bridgeworth and Bobcaygeon.
Coboconk	103	Fenelon Falls, Paddle, Passenger. Fenelon Falls and Coboconk.
Fairy	23	Harwood, Screw, Passenger. Rice Lake and Otonabee River.
Arlington	33	do do do
Maggie Summerville	11	do do do
Golden Eye	61	Harwood, Paddle, Passenger. Rice Lake and Otonabee River.
Aln	35	Peterboro, Paddle Tug. Rice Lake and Otonabee River.
Col. Strickland	57	Lakefield, Paddle, Passenger. Clear and Stoney Lake.
Cruiser	31	do Screw, do do
Whistle Wing	87	Harwood, Paddle, Passenger. Rice Lake and Otonabee River.

The following Steam Vessels are reported as not being inspected last year, but several of them were in course of construction or repair:—

Name.	Tonnage.	Remarks.
Commodore	174	Lindsay, Paddle Tug. Lindsay Waters. Sunk.
Ontario	80	Port Perry, Paddle Tug and Freight. Lindsay Waters.
Isaac Butts	239	Harwood, Paddle, Passenger. Rice Lake and Otonabee River.
Forest City	104	Harwood, Paddle Tug. On Rice Lake.
Alert	6	Harwood, Screw, Passenger. Rice Lake and Otonabee River.
Tiger	3	Lakefield, Screw, Passenger. Clear and Stoney Lake.

ST. PETER'S CANAL.

OTTAWA, 17th October, 1881.

SIR,—I have to report that the works of enlarging the Saint Peter's Canal were to be brought to a conclusion in December last. As stated in my report of last year, traffic commenced in October, and I have now to add that it closed on 26th December. This spring the canal opened for navigation on the 23rd April, and the following is a statement of the number and tonnage of Vessels, which passed through it between the 6th October, 1880, and 30th June, 1881.

Month.	No. of Vessels bound north.	Tonnage.	Amount collected for Tolls.	No. of Vessels bound south.	Tonnage.	Amount collected for Tolls.
1880.			$ cts.			$ cts.
October	36	1,512	39 12	25	930	25 18
November	36	1,348	42 10	28	1,455	43 00
December	16	910	17 82	12	1,001	17 82
1881.						
April	5	168	5 00	4	115	4 00
May	44	2,355	59 37	30	1,759	35 15
June	60	7,259	40 31	58	5,344	42 34
Total	197	13,552	203 72	157	10,604	167 49

RECAPITULATION.

Total Number of Vessels	354
Total Tonnage	24,156
Total Collected	$371 21

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,

Engineer in charge.

F. BRAUN, Esq., Secretary,
Department of Railways and Canals.

APPENDIX No. 5.

GENERAL STATEMENT SHEWING:

1st. Water Power and other Public Property leased on Canals and Railways, during the Fiscal Year ending 30th June, 1881.

2nd. Property purchased by the Department of Railways and Canals, for the Dominion Railways and Canals, and Property sold by the same Department, as not being required for said Railway and Canals during the Fiscal Year ending 30th June, 1881.

GENERAL STATE

1st. Water Power and other Public Property leased on Canals

Date.	Term of Lease.	Lessess.	Property leased.	For what purpose used.
			Rideau Canal.	
Jan. 3, 1881	Pleasure of Government.	Henry Merrick.....	Lot near Swing Bridge, & leakage water at Merrickville.	.....
			Chambly Canal.	
Oct. 16, 1880	do	J. C. Pierce & Son...	Part of Canal Reserve on wharf near Partition street, St. John's, P.Q., at Canal entrance.	Offices.....
			Lachine Canal.	
Aug. 24, 1881	do	The City of Montreal	Land between Wellington, St. Patrick and St. Columban streets and Canal banks, and south of Wellington street Bridge, Montreal.	Park.....
Aug. 16, 1880	21 years, renewable.	Montreal Transportation Co.	Island No. 5, between old and new canals above St. Gabriel Lock and below Brewster's Bridge.	Ship yard and supply station.
July 21, 1880	Pleasure of Government.	Silfrid Delisle.....	To place a floating bath in Canal, on North-east side of Brewster's Bridge.	Floating Bath.....
			Cornwall Canal.	
Dec. 2, 1880	do	Dominion Telegraph Co.	To erect a telegraph office, near Lock 16, at Cornwall.	Telegraph Office...
			Point Iroquois Canal.	
July 26, 1881	do	Sydney Shaver.....	Part of W. ½ of W ½ of lot No. 32, 1st concession, Matilda.	Orchard .....
			Welland Canal.	
Nov. 10, 1881	do	St. Catharines Street Railway Co.	Part of lots Nos. 14 in 6th and 14 in 7th concessions, Grantham, at St. Catharines Lock No. 5.	Street railway .....
Aug. 3, 1880	do	Alex. Lattimore.....	Part of lots 18 and 19 in 4th conc., Wainfleet, near Marshville.	Brick yard.....
Sept. 5, 1880	do	Grand Trunk Railway Co.	Part of lot 27, in 1st conc., Humberstone, near Port-Colborne.	Temporary track...
			Beauharnois Canal.	
Oct. 6, 1880	Pleasure of Government.	Todd & Nicholson....	Lot for wharf and shed on Canal Basin, Valleyfield.....	Wharf and storehouse.
Oct. 12, 1880	do	Alex. McFee & Co ...	do do	do
April 22, 1881	do	O. P. Dennie.....	Cadastral lots 747-748 above guard lock, Valleyfield	Dwellings, &c.....
do	do	O. Longton.....	do 746 do	do .....
May 13, 1881	do	Estate A. Hodge	do 745 do	do .....
April 13, 1881	do	A. Cockburn.....	do 744 do	do .....
June 1, 1881	do	Montreal Cotton Co.	do 846 on road to Grande-Isle.	.....

MENT SHOWING:

and Railways, during the Fiscal Year ending 30th June, 1881.

Amount of water power leased.	Area of Property leased.	Date from which lease is reckoned.	Annual rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When payable each year.	When first instalment was payable	
			$ cts.				
.....	acres 0.42	Date of lease.	5 00	5 00	January 1.....	Jan. 1, 1881	
.....	feet. 45x28	July 1, 1880	50 00	50 00	July 1.....	July 1, 1880	
.....	.....	do	1 00	1 00	do	On delivery of lease.	
....	.....	do	100 00	100 00	do	July 1, 1881	
.....	.....	Aug. 1, 1880	1 00	1 00	August 1.....	On delivery of lease.	
.....	feet. 8x8	July 1, 1880	5 00	5 00	July 1.....	do ...	
.....	feet. 490x$\frac{8}{12}$	May 1, 1881	10 00	10 00	May 1.....	do ...	
.....	.....	Oct. 1, 1879	5 00	5 00	October 1.....	Oct. 1, 1879	
.....	acres. 6.84	July 1, 1880	10 00	10 00	July 1.....	On delivery of lease.	
.....	.....	Sept. 5, 1880	Free.....	.....	.....	.....	By Order in Council, no lease executed.
.....	feet. 150x30	Oc. 1, 1880	20 00	20 00	Oct. 1, 1880....	On delivery of lease.	
.....	150x30	do	20 00	20 00	do	do ...	A. McFee is sole partner.
.....	80x43	Dec. 1, 1880	20 00	20 00	Dec. 1, 1880....	do	
.....	40x43	do	10 00	10 00	do	do	
.....	60x43	do	15 00	15 00	do	do	Part of land leased in 1875 to widow Edw. McKenzie.
....	57x43	do	14 00	14 00	do	do	
.....	3,000 ft.	May 1, 1881	20 00	20 00	May 1.....	do	

2nd. PROPERTY purchased by the Department of Railways and Canals, and Property sold by the same Department, as not being required for the Railways and Canals, during the Fiscal Year ending 30th June, 1881.

Date of Signature.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of land.	Price of sale.	Remarks.
					A. R. P.	$ cts.	
Oct. 8, 1880	Heirs Abr. Marsh.....	Her Majesty.	Order of Court of Chancery, *re* lots 26 and W½ 25, 1st Concession Cornwall.....	Cornwall Canal....	42 1 21	263 50	Payable to Heirs Abr. Marsh.
Nov. 23, 1880	do	do ...	Order of the Court of Chancery, on further directions, *re* lots 26 and W½ 25, 1st Concession, Cornwall.....	do	do	169 00	Payable to 34 parties named in list.
April 6, 1881	do	do ...	Report of Master in Chancery, to pay for *re* lots 26 and W½ 25, 1st Concession, Cornwall.....	do	do	168 68	Payable to solicitor J. Leitch.
						601 18	In all.
Aug. 31, 1880	Hon. B. Botsford (Judge) *et ux*	do ...	Part of lot No. 9, Mountain Road, Moncton.....	Intercolonial R'y..	0·$\frac{7}{100}$ acre.	150 00	
July 21, 1880	Chr. Milner *et ux*, & W. C. Milner.	do ...	Part of Easterbrook's lot, Sackville	do ...	3·$\frac{13}{100}$ do	3,580 50	
Oct. 25, 1880	Pre. Cantin.....	Grand Trunk R'y Co.	Receipt for principal ($1,000) of a constituted rent of $60 on lot No. 649, St. Lawrence Ward, town of Levis, on Rivière du Loup Branch....	do ...	.....	1,000 00	Now owned by Government under deed No. 5,898, of 17th July, 1879, from Gra'd Trunk Railway Co.
Oct. 18, 1880	Jos. Rielle, P.L.S....	.....	Procès-verbal of boundary between Grand Trunk Railway lands, and Intercolonial Railway property, at Chaudière Curve and Junction and at Hadlow, P. Q., on Rivière du Loup Branch.....	do ...	.....	.....	
Feb. 23, 1881	Widow Benj. Lemieux	Grand Trunk R'y Co.	Receipt for principal ($358.33⅓) of 3 ground rents mentioned in following deeds, Pointe Lévis.....	do ...	.....	358 34	
May 19, 1853	David Langlois, to...	Quebec and Richmond R'y Co.	Lot at Pointe Lévis, on farm of B. Levis, from Road to River	do ...	2×7½ perch.	91 66⅔	$5.50 for rent.
Nov. 15, 1852	Louis Langlois, to....	do ...	Lot at Pointe Lévis, on farm of B. Lévis, along beach.....	do ...	5×3 do	133 33⅓	$8.00 do
do	F. Lemieux, to.....	do ...	Lot at Pointe Lévis, in 1st Concession, from Road to foot of Cape.....	do ...	4 per front	133 33⅓	$8.00 do
Dec. 3, 1880	Her Majesty, to.	Geo. Stephen	Lots at Assametguagan, and part of lot No. 42, Metapedia.	do ...	2a. 52p..... / 0·$\frac{55}{100}$ acre.	300 00 / 600 00	At Assametguagan. / At Metapedia.
Nov. 9, 1880	Inhabitants of Portage Laprairie, to..	Her Majesty.	Bond, for difference of cost by diverting the Canadian Pacific Railway, *viâ* Portage Laprairie, instead of as at present laid down...	Canadian Pacific Railway..	.....	10,000 00	

Mar. 22, 1880	W.N.Fairbanks *et ux.*	do	Lot 6, block 2, Emerson, Windmill for water service, County of Provencher.	Pembina Branch, C. P. R.	33×33 feet.	1 00		
July 10 1877	Archbishop, St. Boniface (Trustee)	do	Along S.E¼ section 7 in Township 10 Range 4 East, near and at St. Boniface	do ...	80·42 acres.			Right of Way and Stations.
April 6, 1881	L. Streeter	do	Lot 6, block 11, Emerson, County of Provencher.	do ...	0·12 do	44 97		
Mar. 1, 1881	Wm. Robertson	do	9, do 45, do do ...	do ...		40 00		
Feb. 23, 1881	Thos. White	do	46, Parish of St. John, County of Selkirk	do ...	2·40 acres.	12 00		
April 1, 1881	N. Campbell	do	91, Kildonan, do	do ...	1·51 do	9 95		
Jan. 18, 1881	Robt. Munro	do	93, 92, 78, 89, do do	do ...	5·16 do	42 33		
Jan. 15, 1881	G. E. Fulthorpe	do	88, do do	do ...	1·06 do	10 89		
Jan. 28, 1881	J. H. Bell	do	84, do do	do ...	1·54 do	19 78		
Mar. 19, 1881	J. Matheson	do	83, do do	do ...	0·51 do	5 24		
Mar. 7, 1881	S. Matheson	do	82, do do	do ...	0·51 do	2 62		
Mar. 4, 1881	Hugh Polson	do	76, do do	do ...	0·51 do	2 62		
April 4, 1881	Wm. Fraser	do	69, do do	do ...	1·03 do	5 29		
Mar. 10, 1881	M. McLeod	do	67, do do	do ...	1·03 do	5 29		
Jan. 5, 1831	A. Matheson	do	60, 65, do do	do ...	{1·03 / 1·06} do	49 10		
do	P. Kauffman	do	64, do do	do ...	1·54 do	20 05		
Jan. 14, 1881	R. Gunn	do	62, do do	do ...	1·17 do	22 54		
Jan. 20, 1881	J. Gunn	do	61, do do	do ...	0·92 do	17 73		
Dec. 22, 1880	Wm. Matheson	do	52, do do	do ...	2·23 do	72 30		
Mar. 2, 1881	Janet Pritchard	do	47, do do	do ...	1·51 do	23 25		
Mar. 29, 1881	J. G. McRae	do	40, do do	do ...	1·26 do	4 85		
Oct 26, 1880	J. Andrews and R. J. Short.	do	42, do do	do ...	1·52 do	62 80		
Jan. 18, 1881	Hon. Jos. E. Cauchon & R. Lagimodière.	do	71, St. Boniface, do	do ...	1·51 do	{58 21 / 0 20}		
Apr. 21, 1881	C. McDougall	do	67, do do	do ...	2·18 do	42 11		
Feb. 2, 1881	Mary Inkster	do	85, Kildonan, do	do ...	0·52 do	5 34		
April 4, 1881	W. F. Alloway	do	72, do do	do ...	0·51 do	2 62		
Feb. 1, 1881	C. Inkster	do	70, do do	do ...	1·03 do	5 29		
Jan. 5, 1881	Jas. McKay	do	68, do do	do ...	1.04 do	5 30		
Mar. 3, 1881	Wm. M. Good	do	119, St. Paul, do	do ...	1·55 do	15 50		
Mar. 14, 1881	Wm. Thomas *et al.*	do	113, do do	do ...	3·90 do	{39 00 / 19 27}		Lots. Off-take drains.
May 2, 1881	W. D. Lane	do	100, do do	do ...	3·52 do	10 56		
Mar. 25, 1881	Margt. Stewart	do	{96, / 99,} { do / do } do	do ...	{1·15 / 2·23} do	{11 50 / 6 69}		
Apr. 14, 1881	Thomas Slater	do	94, do do	do ...	2·04 do	20 40		
Apr. 20, 1881	Wm. Kirkness	do	Lot S.E. ¼, Sect. 8, Township 13, R. 5, E., St. Andrews, County of Lisgar.	do ...	2·40 do	12 33		
Apr. 20, 1881	D. McLeod	do	Park Lot U, St. Clement, outer 2 miles, County of Lisgar.	do ...	0·88 do	40 40		
Feb. 25, 1881	C. S. Cody	do	Lot 5, Block 26, Emerson, County of Provencher	do ...	0·002 do	1 00		
Mar. 2, 1881	Wm. Kilby	do	4, " 40, do do	do ...	0·06 do	20 00		
Mar. 1, 1881	Jane E. Robertson *et vir.*	do	S.E. ¼ Sect. 5, Tp. 2, R. 3 E. do	do ...	5·13 do	6 58		

2nd.—PROPERTY purchased or sold by the Department of Railways and Canals, &c.—*Continued.*

Date of signature.	Vendors.	Purchaser.	Property purchased or sold.	For what purpose used.	Area of land.	Price of sale.	Remarks.
						$ cts.	
Mar. 1, 1881	D. G. Dick	Her Majesty.	Lot S.W. ¼ Sect. 17, Tp. 3, R. 3 E, County of Provencher	Pembina Branch, C.P.R	0·69 do	0 69	
do	Wm. Grant	do	43 / 38 Ste. Agathe,	do	2·92 / 3·32 do	43 80 / 49 80	
Nov. 4, 1880	P. B. Douglas	do	18, do	do	2·96 do	57 03	
Feb. 23, 1881	R. Yerrot	do	8, Block 31, Emerson,	do	0·16 do	22 26	
May 23, 1881	Hon. D. B. Smith	do	Sect. 34, Tp. 3, R. 3, E.	do	4·56 / 12·56	41 32	
			do 9, do	do	5·98 / 0·06 / 0·35 / 6·33 do		
			do 4, do	do	6·34 / 5·19 do		
Mar. 16, 1881	James Bedford	do	S.E ¼, Sect. 17, Tp. 2, R. 3, E.	do	5·30 do	5 30	
Mar. 1, 1881	R. Scott	do	N.E. ¼ 5 and N.W. ¼ 5, do	do	5·93 do	1 13	
April 20, 1881	J. Clouston	do	Lot N.E. ¼, Sect 6, Tp. 13, R. 5, E., St. Andrews, County of Lisgar	do	3·28 do	27 49	
Jan. 5, 1881	J. Mathewson	do	Lot 92, St. Paul, County of Selkirk	do	1·51 do	19 77	
Mar. 24, 1881	E. Thomas	do	113, do do	do	1·30 do	13 00	
Mar. 22, 1881	Executors of C. J. Bird	do	101, do do	do	6·44 do	49 65	
Mar. 4, 1881	S. Wynne *et vir*	do	S.W. ¼, Sect. 20, Tp. 2, R. 3, E., County of Provencher.	do		1 00	
Mar. 1, 1881	T. Coulter	do	S.E. ¼, do do do	do	7·10 do	7 10	
do	C. Coulter *et vir*	do	S.W. ¼, do do do	do	2·45 do	2 45	
do	A. McLean	do	N.E. ¼, do 17, do do	do	5·41 do	5 41	
Mar. 5, 1881	J. Waddell *et vir*	do	do do 20, do do	do	10·25 do	10 25	
Feb. 23, 1881	W. H. Nash	do	Lot 52, 425, 426, Emerson, of Parish lot 2, Ste. Agathe, County of Provencher	do		12 00	
Mar. 3, 1881	D. Carmichael	do	Lot S.W. ¼, Sect. 32, Tp. 1, R. 3, E., County of Provencher.	do	6·29 do	6 28	
Mar. 5, 1881	W. Nelson	do	S.E. ¼, do do do	do	6·37 do	6 37	
Mar. 10, 1881	D. Murray	do	57, Kildonan / 109, St. Paul / 97, do } County of Selkirk	do	1·03 / 88 / 1·12 do	13 22 / 11 30 / 14 39	

Jan. 27, 1881	*J. & M. Harper*.....	*do*	*Lot 74, Kildonan, County of Selkirk*.....	Pembina Branch, C.P.R..	0·51	acres.	$ cts. 2 62	
Mar. 7, 1881	Cath. & Jtte. Polson	do	81, do do	do ...	1·03	do	5 29	
Feb. 22, 1881	W. H. Nash & A. Stewart.....	do	20, Ste. Agathe, County of Provencher	do ...	3·26	do	62 83	
May 13, 1881	Cath. M. Nash *et vir*...	do	S.E. Sect. 22, do do	do ...	1·78	do	34 30	
Mar. 14, 1881	Cath. Thompson *et vir*.....	do	53, Kildonan, County of Selkirk.....	do ...	1·29	do	55 12	
June 15, 1881	Wm. Bredin.....	do	96, do do	do ...	2·07	do	32 57	
Nov. 19, 1879	Geo. Casselman *et ux*.....	do	Part lot No. 16, in 4th Conc., Mariatown, Rapide Plat Canal.....	WilliamsburgCan'l	.....	.....	100 00	
Nov. 2, 1880	do	do	Order of Court of Chancery, vesting part of lot No. 16, in 4th Con., Mariatown, Rapide Plat Canal, in Government	do ...	.....	.....	.....	
Nov. 29, 1880	J. Nicholson.....	do	Release damages. S.E. Part lot A, Dunnville, Main street.	Welland Canal.....	.....	.....	317 50	
Aug. 13, 1880	Jos. Upper *et ux*.....	do	Lot No. 1, Allanburg, between North street and Holland Road, being part of 96, Thorold.	do	0.28	do	500 00	
Aug. 16, 1880	S. D. Woodruff.....	do	Release for flooding, part lots 20 and 21 in 5th and 6th concessions, Grantham.	do	.....	.....	350 00	
Aug. 24, 1880	Thomas Nihan.....	do	Part of Lot 19 in 3rd concession, Grantham....	do	2.21	do	465 66	
Aug. 10, 1880	E. McArdle	do	Part of Lots 5, 6, 7 and 8, Port Dalhousie, North of James street being part of Lot 21 in 1st concession, Grantham, on Christie Estate.	do	0.55	do	1,200 00	
Oct. 18, 1880	B. Anderson.....	do	Part of lots 4 and 5, Allanburg, west of Centre street, or 119, Thorold township.	do	0.12	do	1,500 00	
Sept. 2, 1880	Widow C. Morrison..	do	Part of lot C, Port Colborne, or 27 in 1st conc., Humberstone, with privilege to the Govt to cut a back ditch across lot, repair it, &c	do	.....	..	2,100 00	
Nov. 6, 1880	Wm. Mellanby.....	do	Part of lot E, Port Colborne, do do	do	0.003	do	200 00	
Nov. 27, 1880	Thomas Rae *et al*.....	do	do D, do do do	do	.....	.....	200 00	
Dec. 3, 1880	J. W. Johnson *et ux*.	do	do 21 and 22 in 4th conc., Grantham...	do	.....	.....	930 00	With release, damages.
Dec, 20, 1880	E. F. Liedy *et ux* & J. Liedy.	do	do 25, in 3rd conc , Humberstone.....	do	2.50	do	30 00	
Dec, 27, 1880	L. McCallum	do	do 27, in 1st do E. Port Colborne...	do	0.17	do	200 00	
Jan. 21, 1881	O. Upper *et ux*.....	do	do 4, Allanburg, west of Centre street, or 119, Thorold.	do	0.09	do	1,000 00	
Aug. 26, 1880	Revd. N. H. Martin *et al.*	do	Release for damages to lot 26, Thorold.....	do	3.00	do	115 00	Revd. J. J. McArthur refused to accept valuation.
Feb. 26, 1881	B. F. Reynolds.....	do	do do 22 and 23, in 1st Conc , Grantham.	do	23.00	do	2,650 00	E. & H. Neelon, mortgagees, are parties to deed.
April 8, 1881	J. McDonagh	do	do do 49, Thorold.	do	.....	.....	237 46	

2nd.—PROPERTY purchased or sold by the Department of Railways and Canals, &c.—*Continued.*

Date of Signature.	Vendors.	Purchaser.	Property purchased or sold.	For what purpose used.	Area of land.	Price of sale.	Remarks.
April 6, 1881	James Clark *et ux* ...	Her Majesty.	Part of lot 19 and 20, and road allowance in 2nd Concession, Grantham.	Welland Canal.....	{0.66 / 4.66} do	2,136 00	Quit claim deed by J. A. Miller *et ux* to Government of mortgage, $1.
May 17, 1881	T. & J. Conlon.....	do	Part of Lot 203, Thorold, or an Island at Port Robinson, and release for damages and loss of business. Bond if any loss by mortgage by J. R. & J. E. Abbey.	do	1·00 do	8,693 00	The J. & J. Abbey lot.
June 1, 1881	Stephen Beatty.....	do	Release, cost of cleaning old canal at Port Robinson, loss of water.	do	.....	926 50	*In re* lease 2518.
June 2, 1881	J. McGillivray *et ux.*	do	Part of Lot 28 in 2nd Conc., Humberstone, or 8522, Port Colborne.	do	4·22 do	2,140 00	
June 22, 1881	G. W. Millar.....	do	Release, flooding lots 1 and 2, Gore of Thorold, by dam at Lock 24, giving way.	do	11·00 do	75 00	

H. A. FISSIAULT,

OTTAWA, November 12, 1881.

APPENDIX No. 6.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 26th October, 1881.

SIR,—I beg to transmit herewith a statement of the claims referred to and arbitrated or reported upon, by the Official Arbitrators in connection with the Department of Railways and Canals, during the fiscal year ended 30th June, 1880.

I am, Sir,

Your obedient servant,

CHS. THIBAULT,

Sec. to the Official Arbitrators.

F. BRAUN, Esq., Secretary,

Department of Railways and Canals,

Ottawa.

STATEMENT of claims referred to and arbitrated or reported upon by the Official Arbitrators in connection with the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1881.

Claimant.	Nature of Claim.	When referred.	Whether referred to one or more Arbitrators.	Whether referred for award under Act 31 Vict., c. 12, or for report under Act 41 Vict., c. 8.	Amount claimed.	Amount awarded or recommended to be paid.	Date of award or report.	Remarks.
		1880.			$ cts.	$ cts.		
Thadée Anctil	Intercolonial Railway—land taken.	July 16...	One arbitrator.	Report..	.....	81 00 and for each arp. of land taken	Sept 6,'80	
John McDonagh	Welland Canal—damage by water..	July 19...	do	do ..	275 00	209 00	Oct. 23,'80	
Phelps Bros.	do detriment to their mill	July 20...	do	do ..	2,500 00	1,500 00	Sept. 22,'80	With use of water when canal completed.
Joseph Boudreau	Intercolonial R'y—damage by water	July 31...	do	do ..	.....	20 00	Nov. 18,'80	
Cyprien Thériault	do bull killed	Sept. 11...	do	do ..	25 00	25 00	do	
Rufus Brown	do cow killed	Dec. 15...	do	do ..	50 00	50 00	Feb. 12, '81	
Lucien Morin	do land taken for temporary ballast line.	July 16...	do	do ..	Not stated	$100 p. arp. $30 for w'k and $2 for ann'l rent.	Sept. 2, '80	
Joseph Levesque	do do	do ...	do	do ..	do ...	8 00	do	
Eugène Robichaud	do do	do ...	do	do ..	do ...	12 00	do	
Mrs. Widow Charrois	do do	do ...	do	do ..	do ...	....	do	
Germain Pelletier	do do	do ...	do	do ..	do ...	....	do	
Origene Pelletier	do do	do ...	do	do ..	Claimed amount not stat'd	22 50 and 100 00 p. arpent....	Sept. 2, '80	
J. B. Castonguay	do do	do ...	do	do ..	do	100 00 ann'l rent	do	
W. A. Doherty	do horse killed	Dec. 15...	do	do ..	25 00	25 00	Sept. 6, '81	
H. M. Hamilton	do damage, contract not carried out by Government	Sept. 16...	do	do ..	1,000 00	Nil.	Feb. 18,'81	Claimant should refund $142.91 to Government.

Hon. R. Boak	Intercolonial R'y—land expropriat'd	Sept. 18...	Whole Board..	Award..	Not stated	1,300 00 & interest.	July 14,'81
Charles Pelletier	do damages to crops by fire	do ...	One arbitrator.	Report..	90 00	Nil.	Nov.18,'80
Hezekiah Davis	Welland Canal—Refund of moneys paid by him for a Grist Mill.	Sept. 20...	do	do ...	200 00		
A. W. Thompson	do damage by overflow of land caused by the Dunville dam	Sept. 21...	do	do ...	N.B.—Claims from A. W. Thompson to D. Burnham are for an aggregate amount of $8,000.00		
D. A. Fradenburg	do do	do ...	do	do ...			
C. Rittenhouse	do do	do ...	do	do ...			
O. Burnham	do do	do ...	do	do ...			
Walter Carnes	do do	do ...	do	do ...			
E. W. Evans	do do	do ...	do	do ...			
J. Evans	do do	do ...	do	do ...			
P. Nasbinder	do do	do ...	do	do ...			
R. C. Lymburner	do do	do ...	do	do ...			
G. A. Gibson	do do	do ...	do	do ...			
G. A. Windecker	do do	do ...	do	do ...			
G. Sixsmith	do do	do ...	do	do ...			
J. Sutor	do do	do ...	do	do ...			
A. Neville	do do	do ...	do	do ...			
J. D. Rae	do do	do ...	do	do ...			
R. H. Bruce	do do	do ...	do	do ...			
F. Morgan	do do	do ...	do	do ...			
D. Reid	do do	do ...	do	do ...			
J. Smith	do do	do ...	do	do ...			
E. Beamsley	do do	do ...	do	do ...			
J. Sweet	do do	do ...	do	do ...			
R. Reid	do do	do ...	do	do ...			
J. Baker	do do	do ...	do	do ...			
R. Gibson	do do	do ...	do	do ...			
J. Granger	do do	do ...	do	do ...			
W. Burham	do do	do ...	do	do ...			
Merritt Estate	do do	do ...	do	do ...	Not stated		
W. part of Ind. Reserve, township of Canboro	do do	do ...	do	do ...	do ...		
C. Burnham	do do	do ...	do	do ...	do ...		
Joseph Rae	do do	do ...	do	do ...	do ...		
John Brown Estate	do do	do ...	do	do ...	do ...		
— McFarlane	do do	do ...	do	do ...	do ...		
— Martin	do do	do ...	do	do ...	do ...		
— McGibson	do do	do ...	do	do ...	do ...		
— Canans	do do	do ...	do	do ...	do ...		
— Stevens	do do	do ...	do	do ...	do ...		
Jas. Bradshaw	do do	do ...	do	do ...	do ...		
— Ware	do do	do ...	do	do ...	do ...		
Great Western Railway Co	do do	do ...	do	do ...	do ...		

STATEMENT of claims referred to and arbitrated or reported upon by the Official Arbitrators, &c.—*Continued.*

Claimant.	Nature of Claim.	When referred.	Whether referred to one or more arbitrators.	Whether referred for award under Act 31 Vict., c. 12, or for report under Act 41 Vict., c. 8.	Amount claimed.	Amount awarded or recommended to be paid.	Date of award or report.	Remarks.
W. pt. of N. pt. of 2nd con., N. of Dover Road Township of Dunn...	Welland Canal—damage by overflow of land caused by the Dunville dam	1880. Sept. 21...	One arbitrator.	Report..	Not stated	.....	1880. Nov. 18...	
J. C. Lilois.....	Intercolonial R'y—shed burned.....	Oct. 8...	do	do ...	200 00	.....	.....	
D. D'Everardo.....	Welland Canal—land taken.....	Oct 12...	do	do ...	Not stated	.....	.....	
Ed. Côté.....	Intercolonial R'y—land taken.....	Oct. 15...	do	do ...	140 00	.....	.....	This claim was settled by Railways authorities at Moncton, and withdrawn.
P. J. Hackey.....	do sheep killed.....	Oct. 20...	do	do ...	.....	.....	.....	do do
G. Lemieux.....	do land expropriated	Oct. 22...	Whole Board..	Award..	Not stated	.....	.....	Case settled with Government and withdrawn.
Alex. Madore.....	Lachine Canal—damages by water.	Oct. 26...	One arbitrator.	Report..	do ...	.....	.....	
James S. Evans	do damages by construction of Canal	Oct. 29...	do	do ...	do ...	.....	.....	
		1881.					1881.	
Oliver A. Felch.....	Intercolonial R'y—horse killed.....	Nov. 4...	do	do ...	$200 00	$200 00	July 16...	
R. Balgour.....	Welland Canal—damages by enlargement of Canal	do ...	do	do ...	Not stated	.....	.....	
Joseph White.....	Intercolonial R'y—Damages to property by water	Jan. 5...	do	do ...	$120 00	$100 00	Sept. 12...	
Felix Vetican	do damages for bordering pits.....	Jan. 29...	do	do ...	100 00	5 00	do ...	
Mrs. H. Chouinard.....	do damages by fire...	Feb. 4...	do	do ...	Not stated	Nil.	Aug. 10...	
J. Caron.....	do do	do ...	do	do ...	.....	do	do ...	
John McGillivray.....	Welland Canal—land taken	Feb. 12...	Full Board.....	Award .	.....	.....	.....	Claim settled with Government and withdrawn.
Richard Colburn.....	Intercolonial R'y—horse killed.....	Feb. 18...	One arbitrator.	Report..	Not stated	Nil.	Mar. 19...	
Joseph Bullock.....	do loss of silverware	do ...	do	do ...	$ 180 25	.....	do ...	Report recommends to submit this claim to the Minister of Justice.

Z. A. & M. A. Jones....	*do*	*loss by fire*..... ...	*Feb. 28*...	*do*	*do* ...	*6,914 50*	*6,884 50*	*Feb. 25*...	*do*	*do*
Charles Gallagher.....	do	*horse killed*.....	Mar. 11...	do	do ...	100 00	Nil.	Aug. 10...		
G. C. Tunstall.....	St. Anne's Canal—land taken.....		Mar. 19...	Full Board.....	Award .	Not stated	43 50	July 14...		
J. O. Chèvrefils.....	do	do	do ...	do	do ...	do ...	71 75	do ...		
David Madore.....	do	do	do ...	do	do ...	do ...	1 50	do ...		
C. P. Snider.....	Dunnville Dam—damage by water .		Mar. 28...	One arbitrator.	Report .	do ...	.....	.....		
John Fitzgerald.....	Carillon Canal—damages by water.		do ...	do	do ...	.....	300 00	Aug. 10...		
John W. Prote.....	Welland Canal—land taken.		Mar. 30...	Whole Board..	Award .	.....	Nil.	July 14...		
Auguste Pelletier	Intercolonial R'y—damage by one locomotive.....		April 1...	One arbitrator.	Report..	$ 18 00	21 00	Aug. 10...		
Robert Cockran.....	do	damage to ship material burned at Moncton	May 25...	do	do ...	1,341 50	Nil.	Sept. 24...	do	do
Mathew Orr	Cornwall Canal—land taken.....		June 4...	Full Board.....	Award .	450 p.acre	746 00	July 14...		
William Mattice.....	do	do	June 13...	do	do ...	450 do	250 00	July 13...		

CHAS. THIBAULT,
Secretary to the Official Arbitrators.

OTTAWA, 26th October, 1881.

APPENDIX No 7.

STATEMENT of Contracts entered into between 1st July, 1880, and 30th June, 1881.

Railways and Canals.	No. of C. P. R. Contract.	Deed, Letter or otherwise under which contract was made.	Name of Contractor.	Date of Contract.	General description of Contract.
Canadian Pacific Railway.....	72	O. in C. No. 23,301.	Ontario Car Co.....	July 7, 1880	To supply and deliver 50 Flat cars.
do do	73	Deed No. 6,151.....	Toronto Bridge Co.....	Oct. 9, 1880	To supply and erect superstructure for bridges for Joe Creek, Rousseau and Seine Rivers.
do do	74	do 6,172.....	W. Gooderham, jun.....	Aug. 14, 1880	To supply water service on the Haggas system.
do do	75	do 6,161.....	Pillow, Hersey & Co.....	Aug. 16, 1880	To supply and deliver at Montreal 100 tons of spikes.
do do	76	do 6,163.....	Cooper, Fairman & Co.....	Sept. 13, 1880	To supply 100 tons of spikes.
do do	77	do 6,169	Stubbs & Co.....	Aug. 17, 1880	To construct 200 miles of wire fencing, Pembina Branch and Main Line.
do do	.....	O. in C. No. 23,725.	John Irving.....	Aug. 10, 1880	To complete the transport of rails from Vancouver to New Westminster.
do do	78	Deed No. 6,176.....	Skead & Haycock.....	Sept. 3, 1880	To construct 200 miles wire fencing, Pembina Branch and Main Lines.
do do	79	O. in C. No. 24,106.	The Truro Patent Frog Co....	Sept. 18, 1880	To supply and deliver on Cars at Truro, 50 Railway frogs and switch gear.
do do	80	Deed No. 6,190.....	James Crossen.....	Sept. 22, 1880	To construct and deliver at Emerson 6 Flanger Cars.
do do	81	do 6,192.....	Dunlop & Rainnie.....	Sept. 23, 1880	do do 6 Snow Ploughs.
do do	82	do 6,197.....	Ontario Car Co.....	Sept. 22, 1880	do do 6 Wing do
do do	83	O. in C. No. 24,247.	James Crossen.....	Oct. 7, 1880	To construct and deliver at Cobourg, 15 platform cars.
do do	84	do	Ontario Car Co.....	Oct. 5, 1880	To construct and deliver at London 20 platform cars.
do do	85	Deed No. 6,218.....	Nobles & Follis.....	Sept. 24, 1880	To erect freight transfer shed at Emerson.
do do	86	O. in C. No. 24,250.	Fairbanks, Morse & Co.....	Oct. 5, 1880	To supply 15 windmills, towers and tanks for water supply.
do do	87	do 24,608.	James Crossen.....	Nov. 15, 1880	To supply and deliver at Cobourg 2 snow ploughs.

The above Contracts were also published in the Report of last year.

Canadian Pacific Railway	Deed No. 6411	Canadian Pacific Railway Co	Oct. 21, 1881		
do do 88	do 6471	Walter Oliver	June 1, 1881	Construction of a combined freight and passenger station and out-houses at Rat Portage, C.P.R.	
Intercolonial Railway. ..... *	do 6136	J. Harris & Co	July 16, 1880	To construct 80 box cars.	
do ..... *	do 6138	Robt. Cochran	June 6, 1880	do do	
do	do 6154	Halifax Coal Co	.....	To supply 30,000 tons gross of round coal for Dist. No. 1.	
do	do 6436	Geo. Fleming & Sons	April 26, 1881	To construct 7 passenger locomotive engines, 4.8½ guage, made to burn bituminous coal. for Intercolonial Railway, delivered at St. John, N B., personal Bond only.	
do	do 6437	J. Harris & Co	April 22, 1881	To construct 20 box cars, for Intercolonial Railway, personal Bond only, delivered at St. John, N.B.	
do	do 6438	do	do	To construct 24 platform cars, for Intercolonial Railway, personal Bond only, delivered at St. John, N.B.	
do	do 6449	James Crossen	May 2, 1881	To construct 75 gondola cars, for Intercolonial Railway, personal Bond only, delivered at Chaudiere Station.	
do	do 6464	J. Harris & Co	June 17, 1881	To construct 50 gondola cars, for Intercolonial Railway, personal Bond only, delivered at St. John, N.B.	
Prince Edward Island R'y.	do 6118	William Gooderham, jr	Aug. 9, 1880	To furnish at places "Haggas Patent Water Elevator for Locomotives."	
do do ..... *	O. in C., No. 23,595	Isaac Brown	July 31, 1880	To supply 110 tons of Anthracite coal.	
do do ..... *	Deed No. 6200	Intercolonial Coal Mining Co	Sept. 16, 1880	To supply 4,500 gross tons mixed round steam coal.	
Welland Canal	do 6009	George Gibson	July 7, 1880	To supply forged iron blacksmithing, for 1 year or more.	
do	do 6143	O'Brien, Gordon & Bergin	July 21, 1880	To construct 19 road-bridges.	
do	do 6148	Thos. B. Townsend	July 18, 1880	To construct all lock-gates and spare-gates required.	
do	do 6214	R. F. Latimore	Nov. 6, 1880	To rebuild superstructure of East Pier at Port Maitland.	
do	do 6244	James Wilson	Jan. 22, 1881	To supply iron work for the sluice gates of 8 weirs.	
do	do 6245	A. Dobbie	do	do do do 15 do	
do	do 6246	Walter H. Brown	Jan. 29, 1881	To supply timber for lock gates, Welland and Carillon Canals.	
do	do 6247	Toronto Bridge Co	Feb. 2, 1881	To construct 2 steel iron bridges over Welland Canal, one at N. E. end of St. Catharines, the other at Marlatt's Pond to the south of Thorold.	
do	do 6249	Dawson, Hart & Morrison	Feb. 9, 1881	To supply timber, &c , &c., to construct service bridges at weirs, towing path bridges and mud pockets on new line of Welland Canal or between Port Dalhousie Lock south of Thorold.	
do	do 6250	R. Fowlie	do	Mooring and snubbing posts on new line of Welland Canal.	
Lachine Canal	do 6145	O'Brien, Gordon & Bergin	July 21, 1881	To construct all lock gates, spare gates required.	
Grenville Canal	do 6140	Heney Stewart & Co	July 30, 1881	To enlarge lower entrance at Greece's Point, River Ottawa.	

* These contracts were also published in last year's Report.

APPENDIX No. 8.

LIST OF CONTRACTS entered into in connection with the Canadian Pacific Railway.

No. of contract.	Names of Contractors.	No. of contract.	Names of Contractors.
1	Sifton, Glass & Co.	23	Sifton & Ward.
2	Richard Fuller.	24	Oliver, Davidson & Co.
3	F. J. Barnard.	25	Purcell & Ryan.
4	Oliver, Davidson & Co.	26	James Isbester.
5	Joseph Whitehead.	27	Merchants Lake and River Steamship Co.
5a	Joseph Whitehead.	28	Red River Transportation Co.
6	Guest & Co.	29	Cooper, Fairman & Co.
7	Ebbw Vale Steel, Iron and Coal Co.	30	Robb & Co.
8	Mersey Steel and Iron Co.	31	Patent Bolt and Nut Co.
9	West Cumberland Iron and Steel Co.	32	Cooper, Fairman & Co.
10	West Cumberland Iron and Steel Co.	32a	LeMay & Blair.
11	Naylor, Benzon & Co.	33	Kavanagh, Murphy & Upper.
12	Hon. A. B. Foster.	34	North West Transportation Co.
13	Sifton & Ward. / Purcell & Ryan.	35	Cooper, Fairman & Co.
		36	William Robinson.
14	Sifton & Ward. / Jos. Whitehead (completing contract No. 14).	37	Heney, Charlebois & Flood.
		38	Edmond Ingalls.
15	Joseph Whitehead.	39	John Irving.
16	Canada Central Railway Co.	40	Gouin, Murphy & Upper.
17	Anderson, Anderson & Co.	41	Purcell & Co.
18	Red River Transportation Co.	42	Manning, Macdonald, McLaren & Co.
19	Moses Chevrette.	43	Joseph Upper & Co.
20	Merchants Lake and River Steamship Co.	44	West Cumberland Iron and Steel Co.
21	Patrick Kenny.	45	Barrow Hœmatite Steel Co.
22	Helcomb & Stewart.	46	Ebbw Vale Steel, Iron and Coal Co.

LIST of Contracts, &c.—*Continued.*

No. of Contract.	Name of Contractors.	No. of Contract.	Name of Contractors.
47	Patent Bolt and Nut Co.	66	Bowie & McNaughton.
48	John Ryan.	67	Moncton Car Co.
49	Richard Dickson.	68	Ontario Car Co.
50	Miller Brothers & Mitchell.	69	North-West Transportation Co.
51	Dominion Bolt Co.	70	Wm. Gooderham, Jr.
52	North-West Transportation Co.	71	Pillow, Hersey & Co.
53	Barrow Hœmatite Steel Co.	72	Cooper, Fairman & Co.
54	Guest & Co.	73	Stubbs & Co.
55	West Cumberland Iron and Steel Co.	74	Skead & Haycock.
56	The Kellogg Bridge Co.	75	The Truro Patent Frog Co.
57	The Truro Patent Frog Co.	76	James Crossen.
58	W. Hazelhurst.	77	Dunlop & Rannie.
59	Whitehead, Ruttan & Ryan.	78	Ontario Car Co.
60	D. O. Mills.	79	James Crossen.
61	D. O. Mills.	80	Ontario Car Co.
62	D. O. Mills.	81	Nobles & Follis.
63	D. O. Mills.	82	Fairbanks, Morse & Co.
64	Ryan, Whitehead & Ruttan.	83	James Crossen.
65	James Crossen.	84	Walter Oliver.

APPENDIX No. 9.

TABLE of distances of stations between the Cities of Ottawa and Kingston:—

No. of station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station, in miles.
			No.	Lift at Low Water.	No.	Length.	Height.	
		Miles.		Rise Ft. In.		Feet.	Feet.	
1	Ottawa	0	8	82 0	3	230 1,320 1,616	18 33 14	4·00
2	Hartwell's	4¼	2	22 0	.....	100	28	
3	Hogsback	5½	2	13 6	1	320	60	
4	Black Rapids	9½	1	10 0	1	300	12	0·13
5	Long Island	14¾	3	27 0	3	850	68	0·13
6	Burritt's	40¾	1	10 6	1	240	14	1·50
7	Nicholson	43¾	2	15 2	1	500	9	0·50
8	Clowes	44½	1	10 6	1	481	16	0·05
9	Merrickville	46¾	3	25 0	1	150	6	0·33
10	Maitland	55	1	4 9	1	270	8	0·13
11	Edmunds	59½	1	10 10	1	343	8	0·06
12	Old Slys	60½	2	15 6	1	250	20	0·25
13	Smith's Falls	61½	4	33 9	2	600	24	0·13
14	First Rapids or Poonamalie	64	1	7 9	1	260	5	1·25
15	Narrows	83¼	1	4 0	1	600	9	0·06
	Total rise at low water	.....	.....	292 3				
				Fall.				
16	Isthmus	87½	1	4 0	.....	.....	.....	1·25
17	Chaffey's	92	1	12 6	.....	.....	.....	0·13
18	Davis	94¾	1	9 0	1	300	15	0·06
19	Jones' Falls	97¼	4	60 0	1	300	60	0·25
20	Brewer's Upper Mills	108¼	2	19 0	1	200	20	1·75
21	do Lower Mills	110	1	14 2	1	200	12	4·25
22	Kingston Mills	120¼	4	46 8	1	6,042	14	0·25
23	Kingston	126¼	.....	.....	.....	.....	.....	.....
	Total fall at low water	.....	.....	165 4	.....	.....	.....	.....
	Total	.....	47	.....	24	15,472	.....	16·46

APPENDIX No. 10.

TABLE showing the dates of the closing of the Canals in the Autumn of 1880 and of the opening in the Spring of 1881.

Canals.	Closing.	Opening.
Lachine Canal	November 27th, 1880.	May 1st, 1881.
Beauharnois Canal	do 28th	April 25th
Cornwall Canal	December 6th	do 26th
Williamsburg Canals	do 11th	do 27th
Welland Canal—		
Port Maitland to Port Dalhousie	November 30th	do 29th
Welland Junction to Port Colborne	do 30th	May 2nd
Burlington Bay Canal	December 9th	April 18th
St. Anne's Lock and Dam	November 24th	do 18th
Carillon Canal	do 23rd	do 29th
Grenville Canal	do 28th	May 2nd
Culbute Lock and Dam		
Chute à Blondeau Canal	November 23rd	April 20th
Rideau { Kingston Mills	do 17th	May 2nd
Rideau { Ottawa	do 24th	do 2nd
St. Our's Lock	do 22nd	April 11th
Chambly Canal	do 25th	May 2nd
Erie Canal (New-York)	December 21st	do 17th
St. Peter's Canal (Cape Breton)	do 26th	April 23rd
Trent Canal Works	November 10th,	do 26th

APPENDIX No. 11.

ST. LAWRENCE NAVIGATION.—TABLE OF DISTANCES.—A.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles. Intermediate.	Statute Miles. Total to Straits of Belle-Ile.
Straits of Belle-Ile	Cape Whittle	Gulf of St. Lawrence	240	240
Cape Whittle	West Light, Anticosti	do do	201	441
West Light, Anticosti	Father Point	River St. Lawrence	202	643
Father Point	Rimouski	do	6	649
Rimouski	Bic	do	12	661
Bic	Isle Verte	do	39	700
Isle Verte (opp. Saguenay)	Quebec	do	126	826
Quebec	Three Rivers	do to Tide water	74	900
Three Rivers	Montreal	do	86	986
Montreal	Lachine	Lachine Canal	8½	994½
Lachine	Beauharnois	Lake St. Louis	15½	1,009¾
Beauharnois	Ste. Cécile	Beauharnois Canal	11¼	1,021
Ste. Cécile	Cornwall	Lake St. Francis	32¾	1,053¾
Cornwall	Dickinson's Landing	Cornwall Canal	11½	1,065¼
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070¼
Farran's Point	Upper end of Croyle's Island	Farran's Point Canal	¾	1,071
Upper end Croyle's Island	Williamsburg or Morrisburg	River St Lawrence	10½	1,081¼
Williamsburg	Rapid Plat	Rapid Plat Canal	4	1,085¼
Rapid Plat	Point Iroquois Village	River St. Lawrence	4½	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu'Ile	Point Cardinal, Edwardsburgh	Junction Canal	2¾	1,095¾
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097¾
Galops Rapids	Prescott	River St. Lawrence	7¼	1,105
Prescott	Kingston	do	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	27	1,361
Port Colborne	Amherstburg	Lake Erie	232	1,593
Amherstburg	Windsor	River Detroit	18	1,611
Windsor	Foot of St. Mary's Island	Lake St. Clair	25	1,636
Foot of St. Mary's Island	Sarnia	River St. Clair	33	1,669
Sarnia	Foot of St. Joseph's Island	Lake Huron	270	1,969
Foot of St. Joseph's Island	Foot of Sault St. Mary	River St. Mary	47	1,986
Sault St. Mary	Head of Sault St. Mary	Sault St. Mary Canal	1	1,987
Head of Sault St. Mary	Pointe aux Pins	River St. Mary	7	1,994
Pointe aux Pins	Duluth	Lake Superior	390	2,384
Prince Arthur Landing to Lake Shebandowan			45	45
Lake Shebandowan to North-West Angle			312	357
North-West Angle to Fort Garry (Winnipeg)			95	452

Of the 2,385 miles from the Straits of Belle-Ile to the Head of Lake Superior, 71 miles are artificial navigation, and 2,312¼ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,231 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The Steamboat voyage from Collingwood to Prince Arthur Landing is 532 miles.

STATEMENT SHOWING THE AMOUNT EXPENDED ON THE CONSTRUCTION AND ENLARGEMENT OF THE CANALS OF THE DOMINION OF CANADA, UP TO 30TH JUNE, 1881.

APPENDIX

STATEMENT showing the amount expended on the construction and enlarge-

(Repairs not

By whom Expenditure Incurred.	Year ending 30th June.	Lachine Canal.	Beauharnois Canal.
		$ cts.	$ cts.
Imperial Government	Up to June 30, 1867.	40,000 00	....
Provincial Government		2,547,532 85	1,611,424 11
Dominion Government	1868	1,852 70	7,008 00
do	1869	2,000 00	55 00
do	1870	....	587 50
do	1871	12,231 40	187 00
do	1872	36,708 15	27 50
do	1873	42,982 49	5,280 90
do	1874	158,618 35	26 00
do	1875	197,420 52	36 00
do	1876	327,769 39	....
do	1877	1,439,375 73	....
do	1878	1,484,619 63	....
do	1879	958,053 30	....
do	1880	369,566 74	....
do	1881	292,165 51	....
Total	.....	7,910,896 76	1,624,632 01

No. 12.

ment of the Canals of the Dominion of Canada, up to 30th June, 1881.

included.)

Cornwall Canal.	St. Lawrence Canals. — Not apportioned.	Williamsburg Canals.	St. Lawrence. — Chain Vessel and Improvement of Navigation.	Surveys, St. Lawrence and Canals.	Welland Canal
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	.....	.....	.....	.....	222,220 00
1,933,152 69	116,821 31	1,320,655 54	.....	.....	7,416,019 83
2,786 00	.....	.....	.....	.....	12,097 84
10,692 04	.....	.....	.....	.....	43,486 36
17,780 05	.....	.....	.....	.....	24,173 72
7 50	.....	.....	.....	.....	47,869 10
10,000 21	.....	1,077 00	.....	.....	59,702 76
1,011 75	.....	.....	.....	35,326 44	130,158 47
.....	.....	.....	.....	26,541 30	746,420 61
1,780 00	.....	.....	.....	22,611 36	1,046,714 91
.....	.....	.....	28,500 00	21,715 47	1,570,178 19
49,211 37	.....	.....	28,064 67	19,312 64	2,199,962 61
145,015 45	.....	.....	1,623 76	3,946 70	2,138,392 99
143,092 05	.....	4,580 00	.....	4,685 77	1,552,697 41
109,454 95	.....	.....	623 52	8,591 04	1,252,924 75
53,948 14	.....	.....	6,927 96	.....	1,242,943 37
2,477,932 20	116,821 31	1,326,312 54	65,739 91	142,730 72	19,705,962 92

APPENDIX

STATEMENT showing the amount expended on the construction and

(Repairs not

By whom Expenditure Incurred.	Year ending 30th June.	Ste. Anne's Lock.	Carillon and Grenville Canals.
		$ cts.	$ cts.
Imperial Government	Up to June 30, 1867.	.....	(*)
Provincial Government		134,456 51	63,053 64
Dominion Government	1868	.....	19,817 22
do	1869	.....	.....
do	1870	.....	4,167 96
do	1871	.....	23,119 37
do	1872	1,939 46	165,257 28
do	1873	540 11	136,250 48
do	1874	12,753 27	245,258 38
do	1875	32,627 71	339,864 76
do	1876	24,935 85	326,203 16
do	1877	30,003 08	245,738 04
do	1878	14,618 85	22,676 20
do	1879	22,113 02	243,141 24
do	1880	3,054 68	281,514 27
do	1881	69,042 76	336,707 53
Total	.....	346,085 30	2,452,769 53

(*) Expenditure not given.

No. 12—*Concluded.*

enlargement of the Canals of the Dominion of Canada, &c.—*Concluded*

included.)

Culbute Locks.	Rideau Canal.	Chambly Canal.	St. Peter's Canal.	Survey, Baie Verte Canal.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	3,911,701 47	.....	.....	.....	4,173,921 47
.....	153,062 60	643,711 76	86,949 39	.....	16,028,840 23
.....	7,593 67	.....	21,519 72	.....	72,675 15
.....	.....	.....	70,719 80	.....	126,953 20
.....	.....	.....	46,193 57	.....	92,902 80
.....	11,732 88	2,872 85	.....	.....	98,020 10
.....	4,967 50	1,906 40	.....	.....	281,586 26
.....	18,070 97	759 00	.....	4,877 83	375,258 44
38,388 99	5,793 16	.....	.....	4,018 90	1,237,818 96
63,659 29	9,310 85	2,415 00	20 97	443 00	1,716,904 37
76,842 44	2,163 96	.....	11,125 00	110 75	2,389,544 21
56,081 87	214 11	80 00	63,330 18	22 30	4,131,396 60
5,933 53	.....	.....	26,511 51	.....	3,843,338 62
20,694 19	7,703 88	.....	107,337 75	.....	3,064,098 61
16,688 20	355 05	.....	80,120 54	.....	2,122,893 74
4,721 62	.....	.....	69,434 76	520 00	2,076,411 65
283,010 13	4,132,670 10	651,745 01	585,263 19	9,992 78	41,832,564 41

J. BAINE,
Accountant.

APPENDIX No. 13.

CANADIAN PACIFIC RAILWAY.

List of Documents connected with the Contract between the Government of Canada and the Canadian Pacific Railway Company.

1. CONTRACT.—A contract dated 21st October, 1880, entered into between Her Majesty the Queen and certain contractors, for the construction of the Eastern and Central Sections, and for the maintenance and operation of the whole line of the Canadian Pacific Railway.

   [This contract is copied in full in the Act 44 Vict., cap. 1, 1881, and is embodied in the charter granted to the Company. See page 159 of this Appendix.]

2. APPROVAL OF PARLIAMENT.—An Act (44 Vict., cap. 1, 1881,) approving the contract, and authorizing His Excellency the Governor General to grant a charter to the persons named in the contract, and others associated with them, when organized as a company. (For this Act, see Statutes of Canada, 1881, page 3.)

3. DEPOSIT BY COMPANY.—On the 16th February, 1881, the Company deposited with the Minister of Finance, $1,000,000.

4. FORM OF CHARTER.—An Order in Council dated 16th February, 1881, approving the form of charter or Letters Patent to be granted to the Company. (See Supplement to the Canada *Gazette*, dated 16th February, 1881.)

   This Order in Council embodies in the 20th clause of the schedule attached to the contract (said 20th clause having reference to the limit of reduction of tolls by Parliament), the following words: "As such capital may "be defined by an Act of our Parliament of Canada to be passed during the "present Session thereof."

   An Act (44 Vict., cap. 24, of 1881,) defines the meaning of the word *capital*, as above referred to. (For this Act, see Statutes of Canada, 1881, page 120.)

5. CHARTER OR LETTERS PATENT.—Granting to the Canadian Pacific Railway Company the powers necessary to enable them to carry out the contract.

   This charter is printed in full at page 165 of this Appendix. It embodies the contract, with the *addition* referred to in the Order in Council of the 16th February, 1881, above-mentioned.

6. STANDARD.—Letter from the contractors to the Secretary of State, dated the 16th of December, 1880, in further reference to the standard whereby the quality and the character of the railway and equipment is to be regulated. (This letter is printed in full, at page 176 of this Appendix.)

7. RUNNING POWERS.—An extract from the minutes of the first meeting of the Directors of the Company, held at Montreal, on the 17th of February, 1881, in reference to running powers to be granted to other railway companies. (This extract is printed in full, at page 177 of this Appendix.)

LETTERS PATENT INCORPORATING THE CANADIAN PACIFIC RAILWAY COMPANY, DATED 16TH FEBRUARY, 1881.

LORNE.

CANADA.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen Defender of the Faith, etc., etc.

To all to whom these presents shall come, or whom the same may in anywise concern,—

GREETING:

WHEREAS, George Stephen, of the City of Montreal, in the Province of Quebec, and Dominion of Canada, Esquire; Duncan McIntyre, of the same place, Merchant; John S. Kennedy, of the City of New York, in the State of New York, one of the United States of America; Richard B. Angus, of the City of St. Paul, in the State of Minnesota, one of the United States of America; and James J. Hill, of the same place; the firm of Morton, Rose and Company, of the City of London, in England, Merchants, and the firm of Kohn, Reinach and Company, of the City of Paris, in France, Bankers, on or about the twenty-first day of October, in the year of Our Lord one thousand eight hundred and eighty, duly entered into a contract and agreement with Us represented and acting by the Honorable Sir Charles Tupper, K.C.M.G., our Minister of Railways and Canals of Canada, which contract and agreement is in the words and figures following, viz.:

THIS CONTRACT AND AGREEMENT MADE BETWEEN HER MAJESTY THE QUEEN, acting in respect of the Dominion of Canada, and herein represented and acting by the Honorable SIR CHARLES TUPPER, K.C.M.G, Minister of Railways and Canals, and George Stephen and Duncan McIntyre, of Montreal, in Canada, John S. Kennedy of New York, in the State of New York, Richard B. Angus and James J. Hill, of St. Paul, in the State of Minnesota, Morton, Rose & Co., of London, England, and Kohn, Reinach & Co., of Paris, France,

Witnesses: That the parties hereto have contracted and agreed with each other as follows, namely:—

1. For the better interpretation of this contract, it is hereby declared that the portion of Railway hereinafter called the Eastern section, shall comprise that part of the Canadian Pacific Railway to be constructed, extending from the Western terminus of the Canada Central Railway, near the East end of Lake Nipissing, known as Callander Station, to a point of junction with that portion of the said Canadian Pacific Railway now in course of construction extending from Lake Superior to Selkirk on the East side of Red River; which latter portion is hereinafter called the Lake Superior section. That the portion of said Railway, now partially in course of construction, extending from Selkirk to Kamloops, is hereinafter called the Central section; and the portion of said Railway now in course of construction, extending from Kamloops to Port Moody, is hereinafter called the Western section. And that the words "the Canadian Pacific Railway," are intended to mean the entire Railway, as described in the Act 37th Victoria, cap. 14. The individual parties hereto, are hereinafter described as the Company; and the Government of Canada is hereinafter called the Government.

2. The contractors immediately after the organization of the said Company, shall deposit with the Government $1,000,000 in cash or approved securities, as a security for the construction of the Railway hereby contracted for. The Government

shall pay to the company interest on the cash deposited at the rate of four per cent. per annum, half-yearly, and shall pay over to the Company the interest received upon securities deposited, the whole until default in the performance of the conditions hereof, or until the repayment of the deposit, and shall return the deposit to the Company on the completion of the Railway, according to the terms hereof, with any interest accrued thereon.

3. The Company shall lay out, construct and equip the said Eastern section, and the said Central section, of a uniform gauge of 4 feet 8½ inches; and in order to establish an approximate standard whereby the quality and the character of the Railway and of the material used in the construction thereof, and of the equipment thereof may be regulated, the Union Pacific Railway of the United States as the same was when first constructed, is hereby selected and fixed as such standard. And if the Government and the Company should be unable to agree as to whether or not any work done or materials furnished under this contract are in fair conformity with such standard, or as to any other question of fact, excluding questions of law, the subject of disagreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the Company, and one by the two referees so chosen, and such referees shall decide as to the party by whom the expense of such reference shall be defrayed. And if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party hereto, after notice to the other, by the Chief Justice of the Supreme Court of Canada. And the decision of such referees, or of the majority of them, shall be final.

4. The work of construction shall be commenced at the eastern extremity of the Eastern section not later than the first day of July next, and the work upon the Central section shall be commenced by the Company at such point towards the Eastern end thereof on the portion of the line now under construction as shall be found convenient and as shall be approved by the Government, at a date not later than the 1st May next. And the work upon the Eastern and Central sections shall be vigorously and continuously carried on at such rate of annual progress on each section as shall enable the Company to complete and equip the same and each of them, in running order, on or before the first day of May, 1891, by which date the Company hereby agree to complete and equip the said sections in conformity with this contract, unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods, or other causes beyond the control of the Company. And in case of the interruption or obstruction of the work of construction from any of the said causes, the time fixed for the completion of the railway shall be extended for a corresponding period.

5. The Company shall pay to the Government the cost, according to the contract, of the portion of Railway, 100 miles in length, extending from the city of Winnipeg westward, up to the time at which the work was taken out of the hands of the contractor and the expenses since incurred by the Government in the work of construction, but shall have the right to assume the said work at any time and complete the same, paying the cost of construction as aforesaid so far as the same shall then have been incurred by the Government.

6. Unless prevented by the Act of God, the Queen's enemies, intestine disturbances, epidemics, floods or other causes beyond the control of the Government, the Government shall cause to be completed the said Lake Superior section, by the dates fixed by the existing contracts for the construction thereof; and shall also cause to be completed the portion of the said Western section now under contract, namely, from Kamloops to Yale, within the period fixed by the contracts therefor, namely, by the thirtieth day of June, 1885; and shall also cause to be completed, on or before the first day of May, 1891, the remaining portion of the said Western section, lying between Yale and Port Moody, which shall be constructed of equally good quality in every respect with the standard hereby created for the portion hereby contracted for. And the said Lake Superior section, and the portions of the said Western section now under contract, shall be completed as nearly as practical according to the specifica-

tions and conditions of the contracts therefor, except in so far as the same have been modified by the Government prior to this contract.

7. The Railway constructed under the terms hereof shall be the property of the Company; and pending the completion of the Eastern and Central sections, the Government shall transfer to the Company the possession and right to work and run the several portions of the Canadian Pacific Railway already constructed or as the same shall be completed. And upon the completion of the Eastern and Central sections, the Government shall convey to the Company, with a suitable number of station buildings and with water service (but without equipment), those portions of the Canadian Pacific Railway constructed or to be constructed by the Government which shall then be completed; and upon completion of the remainder of the portion of railway to be constructed by the Government, that portion shall also be conveyed to the Company, and the Canadian Pacific Railway shall become and be thereafter the absolute property of the Company. And the Company shall thereafter and forever efficiently maintain, work and run the Canadian Pacific Railway.

8. Upon the reception from the Government of the possession of each of the respective portions of the Canadian Pacific Railway, the Company shall equip the same in conformity with the standard herein established for the equipment of the sections hereby contracted for, and shall thereafter maintain and efficiently operate the same.

9. In consideration of the premises, the Government agree to grant to the Company a subsidy in money of $25,000,000, and in land of 25,000,000 acres, for which subsidies the construction of the Canadian Pacific Railway shall be completed, and the same shall be equipped, maintained and operated, the said subsidies respectively to be paid and granted as the work of construction shall proceed, in manner and upon the conditions following, that is to say:—

a. The said subsidy in money is hereby divided and appropriated as follows, namely:—

CENTRAL SECTION.

Assumed at 1,350 miles,—		
1st.—900 miles, at $10,000 per mile	$ 9,000,000	
2nd.—450 " " 13,333 " "	6,000,000	
		$15,000,000

EASTERN SECTION.

Assumed at 650 miles, subsidy equal to $15,384.61 per mile	10,000,000
	$25,000,000

And the said subsidy in land is hereby divided and appropriated as follows, subject to the reserve hereinafter provided for:—

CENTRAL SECTION.

1st.—900 miles, at 12,500 acres per mile	11,250,000	
2nd.—450 " " 16,666·66 " " "	7,500,000	
		18,750,000

EASTERN SECTION.

Assumed at 650 miles, subsidy equal to 9,615·35 acres per mile	6,250,000
	25,000,000

b. Upon the construction of any portion of the Railway hereby contracted for, not less than 20 miles in length, and the completion thereof so as to admit of the running of regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the Company the money and land subsidies applicable thereto, according to the division and appropriation thereof made as hereinbefore provided; the Company having the option of receiving in lieu of cash, terminable bonds of the Government, bearing such rate of interest, for such period and nominal amount as may be arranged, and which may be equivalent according to actuarial calculation to the corresponding cash pay-

ment, the Government allowing four per cent. interest on moneys deposited with them.

c. If at any time the Company shall cause to be delivered on or near the line of the said Railway at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the Railway, but in advance of the requirements for such construction, the Government, on the requisition of the Company, shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof at the place of delivery. And a proportion of the amount so advanced shall be deducted according to such terms and conditions from the subsidy to be thereafter paid, upon the settlement for each section of 20 miles of Railway, which proportion shall correspond with the proportion of such rails and fastenings which have been used in the construction of such sections.

d. Until the first day of January, 1882, the Company shall have the option, instead of issuing land grant bonds as hereinafter provided, of substituting the payment by the Government of the interest (or part of the interest) on bonds of the Company mortgaging the Railway and the lands to be granted by the Government, running over such term of years as may be approved by the Governor in Council, in lieu of the cash subsidy hereby agreed to be granted to the Company or any part thereof; such payments of interest to be equivalent according to actuarial calculation to the corresponding cash payment, the Government allowing four per cent. interest on moneys deposited with them; and the coupons representing the interest on such bonds shall be guaranteed by the Government to the extent of such equivalent. And the proceeds of the sale of such bonds to the extent of not more than $25,000,000, shall be deposited with the Government, and the balance of such proceeds shall be placed elsewhere by the Company, to the satisfaction and under the exclusive control of the Government; failing which last condition the bonds in excess of those sold shall remain in the hands of the Government. And from time to time as the work proceeds, the Government shall pay over to the Company: firstly, out of the amount so to be placed by the Company,—and, after the expenditure of that amount, out of the amount deposited with the Government,—sums of money bearing the same proportion to the mileage cash subsidy hereby agreed upon, which the net proceeds of such sale (if the whole of such bonds are sold upon the issue thereof) or, if such bonds be not all then sold, the net proceeds of the issue, calculated at the rate at which the sale of part of them shall have been made, shall bear to the sum of $25,000,000. But if only a portion of the bond issue be sold, the amount earned by the Company according to the proportion aforesaid, shall be paid to the Company, partly out of the bonds in the hands of the Government, and partly out of the cash deposited with the Government, in similar proportions to the amount of such bonds sold and remaining unsold respectively; and the Company shall receive the bonds so paid as cash at the rate at which the said partial sale thereof shall have been made. And the Government will receive and hold such sum of money towards the creation of a sinking fund for the redemption of such bonds, and upon such terms and conditions, as shall be agreed upon between the Government and the Company.

e. If the Company avail themselves of the option granted by clause *d*, the sum of $2,000 per mile for the first eight hundred miles of the Central section shall be deducted *pro rata* from the amount payable to the Company in respect of the said eight hundred miles, and shall be appropriated to increase the mileage cash subsidy appropriated to the remainder of the said Central section.

10. In further consideration of the premises, the Government shall also grant to the Company the lands required for the road bed of the Railway, and for its stations, station grounds, workshops, dock ground and water frontage at the termini on navigable waters, buildings, yards, and other appurtenances required for the convenient and effectual construction and working of the Railway, in so far as such land shall be vested in the Government. And the Government shall also permit the admission free of duty, of all steel rails, fish plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges, to be used in the original construction of the Railway, and of a telegraph line in connection therewith, and all telegraphic

apparatus required for the first equipment of such telegraph line; and will convey to the Company, at cost price, with interest, all rails and fastenings bought in or since the year 1879, and other materials for construction in the possession of or purchased by the Government, at a valuation; such rails, fastenings and materials not being required by it for the construction of the said Lake Superior and Western sections.

11. The grant of land hereby agreed to be made to the Company, shall be so made in alternate sections of 640 acres each, extending back 24 miles deep, on each side of the Railway, from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the Company receiving the sections bearing uneven numbers. But should any of such sections consist in a material degree of land not fairly fit for settlement, the Company shall not be obliged to receive them as part of such grant, and the deficiency thereby caused and any further deficiency which may arise from the insufficient quantity of land along the said portion of Railway, to complete the said 25,000,000 acres, or from the prevalence of lakes and water stretches in the sections granted (which lakes and water stretches shall not be computed in the acreage of such sections), shall be made up from other portions in the tract known as the fertile belt, that is to say, the land lying between parallels 49 and 57 degrees of north latitude, or elsewhere at the option of the Company, by the grant therein of similar alternate sections extending back 24 miles deep on each side of any branch line or lines of railway to be located by the Company, and to be shown on a map or plan thereof deposited with the Minister of Railways; or of any common front line or lines agreed upon between the Government and the Company, the conditions hereinbefore stated as to lands not fairly fit for settlement to be applicable to such additional grants. And the Company may with the consent of the Government, select in the North-West Territories any tract or tracts of land not taken up as a means of supplying or partially supplying such deficiency. But such grants shall be made only from lands remaining vested in the Government.

12. The Government shall extinguish the Indian title affecting the lands herein appropriated, and to be hereafter granted in aid of the Railway.

13. The Company shall have the right subject to the approval of the Governor in Council, to lay out and locate the line of the Railway hereby contracted for, as they may see fit, preserving the following terminal points, namely; from Callander station to the point of junction with the Lake Superior section; and from Selkirk to the junction with the western section at Kamloops by way of the Yellow Head Pass.

14. The Company shall have the right, from time to time, to lay out, construct, equip, mantain and work branch lines of railway from any point or points along their main line of Railway, to any point or points within the territory of the Dominion Provided always, that before commencing any branch they shall first deposit a map and plan of such branch in the Department of Railways. And the Government shall grant to the Company the lands required for the road-bed of such branches, and for the stations, station grounds, buildings, workshops, yards and other appurtenances requisite for the efficient construction and working of such branches, in so far as such lands are vested in the Government.

15. For 20 years from the date hereof, no line of railway shall be authorized by the Dominion Parliament to be constructed South of the Canadian Pacific Railway, from any point at or near the Canadian Pacific Railway except such line as shall run South-West, or to the Westward of South-West: nor to within fifteen miles of Latitud 49. And in the establishment of any new Province in the North-West Territoies, provision shall be made for continuing such prohibition after such establisment until the expiration of the said period.

16. The Canadian Pacific Railway, and all stations and station grounds, workshops, hildings, yards and other property, rolling stock and appurtenances required and usd for the construction and working thereof, and the capital stock of the Company, shall be forever free from taxation by the Dominion, or by any Province hereafte to be established or by any Municipal Corporation therein; and the lands of the Cmpany, in the North-West Territories, until they are either sold or occupied,

shall also be free from such taxation for 20 years after the grant thereof from the Crown.

17. The Company shall be authorized by their Act of incorporation to issue bonds, secured upon the land granted and to be granted to the Company, containing provisions for the use of such bonds in the acquisition of lands, and such other conditions as the Company shall see fit, such issue to be for $25,000,000. And should the Company make such issue of land grant bonds, then they shall deposit them in the hands of the Government; and the Government shall retain and hold one-fifth of such bonds as security for the due performance of the present contract in respect of the maintenance and continuous working of the Railway by the Company, as herein agreed, for ten years after the completion thereof, and the remaining $20,000,000 of such bonds shall be dealt with as hereinafter provided. And as to the said one-fifth of the said bonds, so long as no default shall occur in the maintenance and working of the said Canadian Pacific Railway, the Government shall not present or demand payment of the coupons of such bonds, nor require payment of any interest thereon. And if any of such bonds so to be retained by the Government shall be paid off in the manner to be provided for the extinction of the whole issue thereof, the Government shall hold the amount received in payment thereof as security for the same purposes as the bonds so paid off, paying interest thereon at four per cent. per annum so long as default is not made by the Company in the performance of the conditions hereof. And at the end of the said period of ten years from the completion of the sad railway, if no default shall then have occurred in such maintenance and working thereof, the said bonds, or if any of them shall then have been paid off, the remainder of said bonds and the money received for those paid off, with accrued interest, shall be delivered back by the Government to the Company with all the coupons attached to such bonds. But if such default should occur, the Government may thereafter require payment of interest on the bonds so held, and shall not be obliged to continue to pay interest on the money representing bonds paid off; and while the Government shall retain the right to hold the said portion of the said land grant bonds, other securities satisfactory to the Government may be substituted for them by the Company by agreement with the Government.

18. If the Company shall find it necessary or expedient to sell the remaining $20,000,000 of the land grant bonds or a larger portion thereof than in the proportion of one dollar for each acre of land then earned by the Company, they shall be allowed to do so, but the proceeds thereof, over and above the amount to which the Company shall be entitled as herein provided, shall be deposited with the Government. And the Government shall pay interest upon such deposit half-yearly, at the rate of four per cent. per annum, and shall pay over the amount of such deposit to the Company from time to time as the work proceeds, in the same proportions, and at the same times and upon the same conditions as the land grant—that is to say: the Company shall be entitled to receive from the Government out of the proceeds of the sad land grant bonds, the same number of dollars as the number of acres of the land subsidy which shall then have been earned by them, less one-fifth thereof, that is to say, if the bonds are sold at par, but if they are sold at less than par, then a deduction shall be made therefrom corresponding to the discount at which such bonds are sold. And such land grant shall be conveyed to them by the Government, subject to the charge created as security for the said land grant bonds, and shall remain subject to such charge till relieved thereof in such manner as shall be provided for at the time of the issue of such bonds.

19. The company shall pay any expenses which shall be incurred by the Government in carrying out the provisions of the two last preceding clauses of this contract.

20. If the Company should not issue such land grant bonds, then the Government shall retain from out of each grant to be made from time to time, every fifth section of the lands hereby agreed to be granted, such lands to be so retained as security for the purposes, and for the length of time, mentioned in section eighteen hereof. And such lands may be sold in such manner and at such prices as shall be agreed upon between the Government and the Company, and in that case the price

thereof shall be paid to, and held by the Government for the same period, and for the same purposes as the land itself, the Government paying four per cent. per annum interest thereon. And other securities satisfactory to the Government may be substituted for such lands or money by agreement with the Government.

21. The company to be incorporated, with sufficient powers to enable them to carry out the foregoing contract, and this contract shall only be binding in the event of an Act of incorporation being granted to the Company in the form hereto appended as Schedule A.

22. The Railway Act of 1879, in so far as the provisions of the same are applicable to the undertaking referred to in this contract, and in so far as they are not inconsistent herewith or inconsistent with or contrary to the provisions of the Act of incorporation to be granted to the Company, shall apply to the Canadian Pacific Railway.

In witness whereof the parties hereto have executed these presents at the City of Ottawa, this twenty-first day of October, 1880.

(Signed) CHARLES TUPPER,
Minister of Railways and Canals.
" GEO. STEPHEN,
" DUNCAN McINTYRE,
" J. S. KENNEDY,
" R. B. ANGUS,
" J. J. HILL.
Per pro. GEO. STEPHEN.
" MORTON, ROSE & Co.,
" KOHN, REINACH & Co.,
By P. DU P. GRENFELL.

Signed in presence of F. BRAUN, and Seal of the Department hereto affixed by Sir CHARLES TUPPER, in presence of
(Signed) F. BRAUN.

And whereas the Schedule A to the said contract, is set out in an Act of our Parliament of Canada, passed on the FIFTEENTH day of FEBRUARY, in the year of Our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of our reign, intituled: "An Act respecting the Canadian Pacific Railway;" and whereas by the said Act after reciting as follows, viz.:

"Whereas by the terms and conditions of the admission of British Columbia into "Union with the Dominion of Canada, the Government of the Dominion has assumed "the obligation of causing a Railway to be constructed, connecting the seaboard of "British Columbia with the Railway system of Canada;

"And whereas the Parliament of Canada has repeatedly declared a preference "for the construction and operation of such Railway by means of an incorporated "Company aided by grants of money and land, rather than by the Government, and "certain Statutes have been passed to enable that course to be followed, but the "enactments therein contained have not been effectual for that purpose;

"And whereas certain sections of the said Railway have been constructed by the "Government and others are in course of construction, but the greater portion of the "main line thereof has not yet been commenced or placed under contract, and it is "necessary for the development of the North-West Territory, and for the preserva-"tion of the good faith of the Government in the performance of its obligations, that "immediate steps should be taken to complete and operate the whole of the said "Railway;

"And whereas, in conformity with the expressed desire of Parliament, a con-"tract has been entered into for the construction of the said portion of the main line

" of the said Railway, and for the permanent working of the whole line thereof, " which contract with the schedule annexed has been laid before Parliament for its " approval and a copy thereof is appended hereto, and it is expedient to approve and " ratify the said contract, and to make provision for the carrying out of the same;" the said contract and agreement with the said Schedule A thereto was approved and ratified, and WE were authorized to perform and carry out the conditions thereof according to their purport; and for the purpose of incorporating the persons mentioned in the said contract, and those who shall be associated with them in the undertaking and of granting to them the powers necessary to enable them to carry out the said contract according to the terms thereof, it was enacted that our Governor-General of Canada might grant to them, in conformity with the said contract under the corporate name of the Canadian Pacific Railway Company, a charter conferring upon them the franchises, privileges and powers embodied in the said schedule to the said contract; and that such charter being published in the *Canada Gazette* with any Order or Orders in Council relating to it should have force and effect as if it were an Act of our Parliament of Canada, and should be and be held to be an Act of incorporation within the meaning of the said contract;

And whereas the said persons have prayed for a charter for the purpose aforesaid;

1. NOW KNOW YE, that, by and with the advice of our Privy Council for Canada, and under the authority of the hereinbefore in part recited Act, and of any other power and authority whatsoever in Us vested in this behalf, WE DO, by these our Letters Patent, grant, order, declare and provide that the said George Stephen, Duncan McIntyre, John S. Kennedy, Richard B. Angus, James J. Hill, the firm of Morton, Rose and Company, and the firm of Kohn, Reinach and Company; with all such other persons and corporations as shall become shareholders in the Company hereby incorporated, shall be and they are hereby constituted a body corporate and politic, by the name of the " Canadian Pacific Railway Company."

2. The capital stock of the Company shall be twenty-five million dollars divided into shares of one hundred dollars each, which shares shall be transferable in such manner and upon such conditions as shall be provided by the by-laws of the Company; and such shares, or any part thereof, may be granted and issued as paid-up shares for value *bonâ fide* received by the Company, either in money at par or at such price and upon such conditions as the board of directors may fix; or as part of the consideration of any contract made by the Company.

3. As soon as five million dollars of the stock of the Company have been subscribed, and thirty per centum thereof paid up, and upon the deposit with Our Minister of Finance of Canada of one million dollars in money or in securities approved by Our Governor General in Council, for the purpose and upon the conditions in the said contract provided, the said contract shall become and be transferred to the Company, without the execution of any deed or instrument in that behalf; and the Company shall, thereupon, become and be vested with all the rights of the contractors named in the said contract, and shall be subject to, and liable for, all their duties and obligations, to the same extent and in the same manner as if the said contract had been executed by the said Company instead of by the said contractors; and thereupon the said contractors, as individuals, shall cease to have any right or interest in the said contract, and shall not be subject to any liability or responsibility under the terms thereof otherwise than as members of the corporation hereby created. And upon the performance of the said conditions respecting the subscription of stock, the partial payment thereof, and the deposit of one million dollars to the satisfaction of Our Governor General in Council, the publication by Our Secretary of State of Canada in the *Canada Gazette*, of a notice that the transfer of the contract to the Company has been effected and completed shall be conclusive proof of the fact. And the Company shall cause to be paid up, on or before the first day of May next, a further instalment of twenty per centum upon the said first subscription of five million dollars, of which call thirty days notice by circular mailed to each shareholder shall be sufficient. And the Company shall call in, and cause to

be paid up, on or before the 31st day of December, 1882, the remainder of the said first subscription of five million dollars.

4. All the franchises and powers necessary or useful to the Company to enable them to carry out, perform, enforce, use, and avail themselves of, every condition, stipulation, obligation, duty, right, remedy, privilege, and advantage agreed upon contained or described in the said contract, are hereby conferred upon the Company. And the enactment of the special provisions hereinafter contained shall not be held to impair or derogate from the generality of the franchises and powers so hereby conferred upon them.

DIRECTORS.

5. The said George Stephen, Duncan McIntyre, John S. Kennedy, Richard B. Angus, James J. Hill, Henry Stafford Northcote, of London, aforesaid, Esquires, Pascoe du P. Grenfell, of London, aforesaid, Merchant, Charles Day Rose, of London, aforesaid, Merchant, and Baron J. de Reinach, of Paris, aforesaid, Banker, are hereby constituted the first directors of the Company, with power to add to their number, but so that the directors shall not in all exceed fifteen in number; and the majority of the directors, of whom the President shall be one, shall be British subjects. And the Board of Directors so constituted shall have all the powers hereby conferred upon the directors of the Company, and they shall hold office until the first annual meeting of the shareholders of the Company.

6. Each of the directors of the Company, hereby appointed, or hereafter appointed or elected, shall hold at least two hundred and fifty shares of the stock of the Company. But the number of directors to be hereafter elected by the shareholders shall be such, not exceeding fifteen, as shall be fixed by by-law, and subject to the same conditions as the directors appointed by, or under the authority of, the last preceding section; the number thereof may be hereafter altered from time to time in like manner. The votes for their election shall be by ballot.

7. A majority of the directors shall form a quorum of the board; and until otherwise provided by by-law, directors may vote and act by proxy, such proxy to be held by a director only; but no director shall hold more than two proxies, and no meeting of directors shall be competent to transact business unless at least three directors are present thereat in person, the remaining number of directors required to form a quorum being represented by proxies.

8. The Board of Directors may appoint from out of their number an Executive Committee, composed of at least three directors, for the transaction of the ordinary business of the Company, with such powers and duties as shall be fixed by the by-laws; and the President shall be *ex officio* a member of such Committee.

9. The chief place of business of the Company shall be at the City of Montreal, but the Company may from time to time, by by-law, appoint and fix other places within or beyond the limits of Canada at which the business of the Company may be transacted, and at which the directors or shareholders may meet, when called as shall be determined by the by-laws. And the Company shall appoint and fix by by-law, at least one place in each Province or Territory through which the Railway shall pass, where service of process may be made upon the Company, in respect of any cause of action arising within such Province or Territory, and may afterwards, from time to time, change such place by by-law. And a copy of any by-law fixing or changing any such place, duly authenticated as herein provided, shall be deposited by the Company in the office, at the seat of Government of the Province or Territory to which such by-law shall apply, of the Clerk or Prothonotary of the highest, or one of the highest, courts of civil jurisdiction of such Province or Territory. And if any cause of action shall arise against the Company within any Province or Territory, and any writ or process be issued against the Company thereon out of any court in such Province or Territory, service of such process may be validly made upon the Company at the place within such Province or Territory so appointed and fixed; but if the Company fail to appoint and fix such place, or to deposit, as hereinbefore

provided, the by-law made in that behalf, any such process may be validly served upon the Company, at any of the stations of the said Railway within such Province or Territory.

SHAREHOLDERS.

10. The first annual meeting of the shareholders of the Company, for the appointment of directors, shall be held on the second Wednesday in May, 1882, at the principal office of the Company, in Montreal; and the annual general meeting of shareholders, for the election of directors and the transaction of business generally, shall be held on the same day in each year thereafter at the same place unless otherwise provided by the by-laws. And notice of each of such meetings shall be given by the publication thereof in the *Canada Gazette* for four weeks, and by such further means as shall from time to time be directed by the by-laws.

11. Special general meetings of the shareholders may be convened in such manner as shall be provided by the by-laws. And except as hereinafter provided, notice of such meetings shall be given in the same manner as notices of annual general meetings, the purpose for which such meeting is called being mentioned in the notices thereof; and, except as hereinafter provided, all such meetings shall be held at the chief place of business of the Company.

12. If at any time before the first annual meeting of the shareholders of the Company, it should become expedient that a meeting of the directors of the Company, or a special general meeting of the shareholders of the Company should be held, before such meeting can conveniently be called, and notice thereof given in the manner provided by this Act, or by the by-laws, or before by-laws in that behalf have been passed, and at a place other than at the chief place of business of the Company in Montreal before the enactment of a by-law authorizing the holding of such meeting elsewhere; it shall be lawful for the President or for any three of the directors of the Company to call special meetings either of directors or of shareholders, or of both, to be held at the city of London in England, at times and places respectively to be stated in the notices to be given of such meetings respectively. And notices of such meetings may be validly given by a circular mailed to the ordinary address of each director or shareholder as the case may be, in time to enable him to attend such meeting, stating in general terms the purpose of the intended meeting. And in the case of a meeting of shareholders, the proceedings of such meeting shall be held to be valid and sufficient, and to be binding on the Company in all respects, if every shareholder of the Company be present thereat in person or by proxy, notwithstanding that notice of such meeting shall not have been given in the manner required by this Act.

13. No shareholder holding shares upon which any call is overdue and unpaid shall vote at any meeting of shareholders. And unless otherwise provided by the by-laws, the person holding the proxy of a shareholder shall be himself a shareholder.

14. No call upon u paid shares shall be made for more than twenty per centum upon the amount thereof.

RAILWAY AND TELEGRAPH LINE.

15. The Company may lay out, construct, acquire, equip, maintain and work a continuous line of Railway, of the gauge of four feet eight and one-half inches; which Railway shall extend from the terminus of the Canada Central Railway near Lake Nipissing, known as Callander Station, to Port Moody in the Province of British Columbia; and also, a branch line of railway from some point on the main line of Railway to Fort William on Thunder Bay; and also the existing branch line of Railway from Selkirk in the Province of Manitoba to Pembina in the said Province; and also other branches to be located by the Company from time to time as provided by the said contract; the said branches to be of the gauge aforesaid; and the said main line of Railway, and the said branch lines of railway, shall be commenced and

completed as provided by the said contract; and together with such other branch lines as shall be hereafter constructed by the said Company, and any extension of the said main line of railway that shall hereafter be constructed or acquired by the Company, shall constitute the line of Railway hereinafter called THE CANADIAN PACIFIC RAILWAY.

16. The Company may construct, maintain and work a continuous telegraph line and telephone lines throughout and along the whole line of the Canadian Pacific Railway, or any part thereof, and may also construct or acquire by purchase, lease or otherwise, any other line or lines of telegraph connecting with the line so to be constructed along the line of the said Railway, and may undertake the transmission of messages for the public by any such line or lines of telegraph or telephone, and collect tolls for so doing; or may lease such line or lines of telegraph or telephone, or any portion thereof; and, if they think proper to undertake the transmission of messages for hire, they shall be subject to the provisions of the fourteenth, fifteenth and sixteenth sections of chapter sixty-seven of the Consolidated Statutes of Canada. And they may use any improvement that may hereafter be invented (subject to the rights of patentees) for telegraphing or telephoning, and any other means of communication that may be deemed expedient by the Company at any time hereafter.

POWERS.

17. "*The Consolidated Railway Act*, 1879," in so far as the provisions of the same are applicable to the undertaking authorized by this charter, and in so far as they are not inconsistent with or contrary to the provisions hereof, and save and except as hereinafter provided, is hereby incorporated herewith.

18. As respects the said Railway, the seventh section of "*The Consolidated Railway Act*, 1879," relating to POWERS, and the eighth section thereof relating to PLANS AND SURVEYS, shall be subject to the following provisions:—

a. The Company shall have the right to take, use and hold the beach and land below high water mark, in any stream, lake, navigable water, gulf or sea, in so far as the same shall be vested in Us and shall not be required by Us, to such extent as shall be required by the Company for its Railway and other works, and as shall be exhibited by a map or plan thereof deposited in the office of the Minister of Railways. But the provisions of this sub-section shall not apply to any beach or land lying East of Lake Nipissing except with the approval of our Governor-General in Council.

b. It shall be sufficient that the map or plan and book of reference for any portion of the line of the Railway not being within any district or county for which there is a Clerk of the Peace, be deposited in the office of our Minister of Railways and Canals of Canada; and any omission, mis-statement or erroneous description of any lands therein may be corrected by the Company, with the consent of the Minister and certified by him; and the Company may then make the railway in accordance with such certified correction.

c. The eleventh sub-section of the said eighth section of the Railway Act shall not apply to any portion of the Railway passing over ungranted lands of Us, or lands not within any surveyed township in any Province; and in such places, deviations not exceeding five miles from the line shown on the map or plan as aforesaid, deposited by the Company, shall be allowed, without any formal correction or certificate; and any further deviation that may be found expedient may be authorized by order of our Governor-General in Council, and the Company may then make their railway in accordance with such authorized deviation.

d. The map or plan and book of reference of any part of the main line of the Canadian Pacific Railway made and deposited in accordance with this section, after approval by Our Governor-General in Council, and of any branch of such railway hereafter to be located by the said Company in respect of which the approval of our Governor-General in Council shall not be necessary, shall avail as if made and deposited as required by the said "*Consolidated Railway Act*, 1879," for all the purposes of the said Act, and of this Act; and any copy of, or extract therefrom, certified by Our

said Minister or his deputy, shall be received as evidence in any court of law in Canada.

e. It shall be sufficient that a map or profile of any part of the completed railway which shall not lie within any county or district, having a registry office, be filed in the office of Our Minister of Railways and Canals of Canada.

19. It shall be lawful for the Company to take from any public lands adjacent to or near the line of the said Railway, all stone, timber, gravel and other materials which may be necessary or useful for the construction of the Railway; and also to lay out and appropriate to the use of the Company, a greater extent of lands, whether public or private, for stations, depots, workshops, buildings, side-tracks, wharves, harbors and road-way, and for establishing screens against snow, than the breadth and the quantity mentioned in "*The Consolidated Railway Act*, 1879," such greater extent taken, in any case, being allowed by Our Governor-General in Council, and shown on the maps or plans deposited with Our Minister of Railways and Canals of Canada.

20. The limit to the reduction of tolls by our Parliament of Canada provided for by the eleventh sub-section of the 17th section of "*The Consolidated Railway Act*, 1879," respecting TOLLS, is hereby extended, so that such reduction may be to such an extent that such tolls when reduced shall not produce less than ten per cent. per annum profit on the capital actually expended in the construction of the Railway, as such capital may be defined by an Act of Our Parliament of Canada to be passed during the present session thereof, instead of not less than fifteen per cent per annum profit, as provided by the said sub-section; and so also that such reduction shall not be made unless the net income of the company, ascertained as described in said sub-section, shall have exceeded ten per cent. per annum instead of fifteen per cent. per annum as provided by the said sub-section. And the exercise by Our Governor-General in Council of the power of reducing the tolls of the Company as provided by the tenth sub-section of said section seventeen is hereby limited to the same extent with relation to the profit of the Company, and to its net revenue, as that to which the power of Parliament to reduce tolls is limited by said sub-section eleven as hereby amended.

21. The first and second sub-sections of section 22, of "*The Consolidated Railway Act*, 1879," shall not apply to the Canadian Pacific Railway Company; the transfer of shares in the undertaking shall be made only upon the books of the Company in person or by attorney, and shall not be valid unless so made; and the form and mode of transfer shall be such as shall be from time to time regulated by the by-laws of the Company. And the funds of the company shall not be used in any advance upon the security of any of the shares or stock of the Company.

22. The third and fourth sub-sections of said section 22 of "*The Consolidated Railway Act*, 1879," shall be subject to the following provisions, namely, that if before the completion of the Railway and works under the said contract, any transfer should purport to be made of any stock or share in the company, or any transmission of any share should be effected under the provisions of said sub-section four, to a person not already a shareholder in the Company, and if in the opinion of the Board it should not be expedient that the person (not being already a shareholder) to whom such transfer or transmission shall be made or effected should be accepted as a shareholder, the Directors may by resolution veto such transfer or transmission; and thereafter, and until after the completion of the said Railway and works under the said contract, such person shall not be, or be recognized as a shareholder in the Company; and the original shareholder, or his estate, as the case may be, shall remain subject to all the obligations of a shareholder in the Company with all the rights conferred upon a shareholder under this Charter. But any firm holding paid-up shares in the Company may transfer the whole or any of such shares to any partner in such firm having already an interest as such partner in such shares, without being subject to such veto. And in the event of such veto being exercised, a note shall be taken of the transfer or transmission so vetoed in order that it may be recorded in the books of the Company after the completion of the Railway and works as aforesaid; but until such completion,

the transfer or transmission so vetoed shall not confer any rights, nor have any effect of any nature or kind whatever as respects the Company.

23. Sub-section sixteen of section nineteen, relating to PRESIDENT AND DIRECTORS, THEIR ELECTION AND DUTIES; sub-section two of section twenty-four, relating to BY-LAWS, NOTICES, &c., sub-sections five and six of section twenty-eight, relating to GENERAL PROVISIONS, and section ninety-seven, relating to RAILWAY FUND, of "*The Consolidated Railway Act*, 1879." shall not, nor shall any of them apply to the Canadian Pacific Railway or to the Company hereby incorporated.

24. The said Company shall afford all reasonable facilities to the Ontario Pacific Junction Railway Company, when their Railway shall be completed to a point of junction with the Canadian Pacific Railway; and to the Canada Central Railway Company, for the receiving, forwarding and delivering of traffic upon and from the railways of the said Companies, respectively, and for the return of carriages, trucks and other vehicles; and no one of the said Companies shall give or continue any preference or advantage to, or in favor of either of the others, or of any particular description of traffic, in any respect whatsoever; nor shall any one of the said Companies subject any other thereof, or any particular description of traffic, to any prejudice or disadvantage in any respect whatsoever; and any one of the said Companies which shall have any terminus or station near any terminus or station of either of the others, shall afford all reasonable facilities for receiving and forwarding all the traffic arriving by either of the others, without any unreasonable delay, and without any preference or advantage, or prejudice or disadvantage, and so that no obstruction may be offered in the using of such railway as a continuous line of communication, and so that all reasonable accommodation may at all times, by the means aforesaid, be mutually afforded by and to the said several railway companies; and the said Canadian Pacific Railway Company shall receive and carry all freight and passenger traffic shipped to or from any point on the railway of either of the said above named railway companies passing over the Canadian Pacific Railway or any part thereof, at the same mileage rate and subject to the same charges for similar services, without granting or allowing any preference or advantage to the traffic coming from or going upon one of such railways over such traffic coming from or going upon the other of them, reserving, however, to the said Canadian Pacific Railway Company the right of making special rates for purchasers of land, or for emigrants or intending emigrants, which special rates shall not govern or affect the rates of passenger traffic, as between the said Company and the said two above named Companies, or either of them. And any agreement made between any two of the said companies contrary to the foregoing provisions, shall be unlawful, null and void.

25. The Company, under the authority of a special general meeting of the shareholders thereof, and as an extension of the railway hereby authorized to be constructed, may purchase or acquire by lease or otherwise and hold and operate, the Canada Central Railway, or may amalgamate therewith, and may purchase or acquire by lease or otherwise and hold and operate a line or lines of railway from the city of Ottawa to any point at navigable water on the Atlantic seaboard or to any intermediate point, or may acquire running powers over any railway now constructed between Ottawa and any such point or intermediate point. And the Company may purchase or acquire any such railway subject to such existing mortgages, charges or liens thereon as shall be agreed upon, and shall possess with regard to any lines of railway so purchased, or acquired, and becoming the property of the Company, the same powers as to the issue of bonds thereon, or on any of them, to an amount not exceeding twenty thousand dollars per mile; and as to the security for such bonds, as are conferred upon the Company by the *twenty-eighth* section hereof, in respect of bonds to be issued upon the Canadian Pacific Railway. But such issue of bonds shall not affect the right of any holder of mortgages or other charges already existing upon any line of railway so purchased or acquired; and the amount of bonds hereby authorized to be issued upon such line of railway shall be diminished by the amount of such existing mortgages or charges thereon.

26. The Company shall have power and authority to erect and maintain docks, dockyards, wharves, slips and piers at any point on or in connection with the said Canadian Pacific Railway, and at all the termini thereof on navigable water, for the convenience and accommodation of vessels and elevators; and also to acquire and work elevators and to acquire, own, hold, charter, work, and run, steam and other vessels for cargo and passengers upon any navigable water, which the Canadian Pacific Railway may reach or connect with.

BY-LAWS.

27. The by-laws of the Company may provide for the remuneration of the president and directors of the Company, and of any executive committee of such directors; and for the transfer of stock and shares; the registration and inscription of stock, shares and bonds, and the transfer of registered bonds; and the payment of dividends and interest at any place or places within or beyond the limits of Canada; and for all other matters required by the said contract or by this Act to be regulated by by-laws; but the by-laws of the Company made as provided by law shall in no case have any force or effect after the next general meeting of shareholders, which shall be held after the passage of such by-laws, unless they are approved by such meeting.

BONDS.

28. The Company under the authority of a special general meeting of the shareholders called for the purpose, may issue mortgage bonds to the extent of ten thousand dollars per mile of the Canadian Pacific Railway for the purposes of the undertaking authorized by the present Charter; which issue shall constitute a first mortgage and privilege upon the said railway, constructed or acquired, and to be thereafter constructed, or acquired, and upon its property, real and personal, acquired and to be thereafter acquired including rolling stock, and plant, and upon it tolls and revenues (after deduction from such tolls and revenues of working expenses), and upon the franchises of the Company; the whole as shall be declared and described as so mortgaged in any deed of mortgage as hereinafter provided. Provided always, however, that if the Company shall have issued, or shall intend to issue land grant bonds under the provisions of the thirtieth section hereof, the lands granted and to be granted by Us to the Company may be excluded from the operation of such mortgage and privilege; and provided also that such mortgage and privilege shall not attach upon any property which the Company are hereby, or by the said contract, authorized to acquire or receive from Us until the same shall have been conveyed by Us to the Company, attach upon such property, if so declared in such deed, but shall as soon as the same shall be conveyed to the Company. And such mortgage and privilege may be evidenced by a deed or deeds of mortgage executed by the Company, with the authority of its shareholders expressed by a resolution passed at such special general meeting; and any such deed may contain such description of the property mortgaged by such deed, and such conditions respecting the payment of the bonds secured thereby and of the interest thereon, and the remedies which shall be enjoyed by the holders of such bonds or by any trustee or trustees for them in default of such payment, and the enforcement of such remedies, and may provide for such forfeitures and penalties, in default of such payment, as may be approved by such meeting; and may also contain, with the approval aforesaid, authority to the trustee or trustees, upon such default, as one of such remedies, to take possession of the Railway and property mortgaged, and to hold and run the same for the benefit of the bondholders thereof for a time to be limited by such deed, or to sell the said Railway and property, after such delay, and upon such terms and conditions as may be stated in such deed; and with like approval any such deed may contain provisions to the effect that upon such default and upon such other conditions as shall be described in such deed, the right of voting possessed by

the shareholders of the Company, and by the holders of preferred stock therein, or by either of them, shall cease and determine, and shall thereafter appertain to the bondholders, or to them and to the holders of the whole or of any part of the preferred stock of the Company, as shall be declared by such deed; and such deed may also provide for the conditional or absolute cancellation after such sale of any or all of the shares so deprived of voting power; or of any or all of the preferred stock of the Company, or both; and may also, either directly by its terms, or indirectly by reference to the by-laws of the Company, provide for the mode of enforcing and exercising the powers and authority to be conferred and defined by such deed, under the provisions hereof. And such deed, and the provisions thereof made under the authority hereof, and such other provisions thereof as shall purport (with like approval) to grant such further and other powers and privileges to such trustee or trustees and to such bondholders, as are not contrary to law or to the provisions of this charter, shall be valid and binding. But if any change in the ownership or possession of the said Railway and property shall at any time take place under the provisions hereof, or of any such deed, or in any other manner, the said Railway and property shall continue to be held and operated under the provisions hereof, and of "*The Consolidated Railway Act*, 1879," as hereby modified. And if the Company does not avail itself of the power of issuing bonds secured upon the land grant alone as hereinafter provided, the issue of bonds hereby authorized may be increased to any amount not exceeding twenty thousand dollars per mile of the said Canadian Pacific Railway.

29. If any bond issue be made by the Company under the last preceding section before the said Railway is completed according to the said Contract, a proportion of the proceeds of such bonds, or a proportion of such bonds if they be not sold, corresponding to the proportion of the work contracted for then remaining incomplete, shall be received by Us, and shall be held, dealt with and, from time to time, paid over by Us to the Company upon the same conditions, in the same manner and according to the same proportions as the proceeds of the bonds, the issue of which is contemplated by sub-section *d*, of Clause 9 of the said Contract, and by the thirty-first section hereof.

30. The Company may also issue mortgage bonds to the extent of twenty-five million dollars upon the lands granted in aid of the said Railway and of the undertaking authorized by this Charter; such issue to be made only upon similar authority to that required by this Charter for the issue of bonds upon the Railway; and when so made such bonds shall constitute a first mortgage upon such lands, and shall attach upon them when they shall be granted, if they are not actually granted at the time of the issue of such bonds. And such mortgage may be evidenced by a deed or deeds of mortgage to be executed under like authority to the deed securing the issue of bonds on the Railway; and such deed or deeds under like authority may contain similar conditions and may confer upon the trustee or trustees named thereunder and upon the holders of the bonds secured thereby, remedies, authority, power and privileges and may provide for forfeitures and penalties, similar to those which may be inserted and provided for under the provisions of this Charter in any deed securing the issue of bonds on the Railway, together with such other provisions and conditions, not inconsistent with law or with this Charter as shall be so authorized. And such bonds may be styled Land Grant Bonds, and they and the proceeds thereof shall be dealt with in the manner provided in the said Contract.

31. The Company may in the place and stead of the said land grant bonds, issue bonds under the twenty-eighth section hereof, to such amount as they shall agree with Us to issue, with the interest guaranteed by Us as provided for in the said contract; such bonds to constitute a mortgage upon the property of the Company and its franchises acquired and to be thereafter acquired—including the main line of the Canadian Pacific Railway, and the branches thereof hereinbefore described, with the plant and rolling stock thereof acquired and to be thereafter acquired, but exclusive of such other branches thereof and of such personal property as shall be excluded by the deed of mortgage to be executed as security for

such issue. And the provisions of the said twenty-eighth section shall apply to such issue of bonds, and to the security which may be given for the payment thereof, and they and the proceeds thereof shall be dealt with as hereby and by the said contract provided.

32. It shall not be necessary to affix the seal of the Company to any mortgage bond issued under the authority of this Act; and every such bond issued without such seal shall have the same force and effect, and be held, treated and dealt with by all courts of law and of equity as if it were sealed with the seal of the Company. And if it is provided by the mortgage deed executed to secure the issue of any bonds, that any of the signatures to such bonds or to the coupons thereto appended may be engraved, stamped or lithographed thereon, such engraved, stamped or lithographed signatures shall be valid and binding on the Company.

33. The phrase "working expenses" shall mean and include all expenses of maintenance of the railway, and of the stations, buildings, works and conveniencies belonging thereto, and of the rolling and other stock and moveable plant used in the working thereof, and also all such tolls, rents or annual sums as may be paid in respect of the hire of engines, carriages or waggons let to the Company; also, all rent, charges, or interest on the purchase money of lands belonging to the Company, purchased but not paid for, or not fully paid for; and also all expenses of and incidental to, working the railway and the traffic thereon, including stores and consumable articles; also rates, taxes, insurance and compensation for accidents or losses; also all salaries and wages of persons employed in and about the working of the railway and traffic and all office and management expenses, including directors' fees, agency, legal and other like expenses.

34. The bonds authorized by this Charter to be issued upon the railway or upon the lands to be granted to the Company, or both, may be so issued in whole or in part in the denomination of dollars, pounds sterling, or francs, or in any or all of them, and the coupons may be for payment in denominations similar to those of the bonds to which they are attached. And the whole or any of such bonds, may be pledged, negotiated or sold upon such conditions and at such price as the Board of Directors shall from time to time determine. And provision may be made by the by-laws of the Company, that after the issue of any bond, the same may be surrendered to the Company by the holder thereof, and the Company may, in exchange therefor, issue to such holder inscribed stock of the Company, which inscribed stock may be registered or inscribed at the chief place of business of the Company or elsewhere, in such manner, with such rights, liens, privileges and preferences, at such place, and upon such conditions, as shall be provided by the by-laws of the Company.

35. It shall not be necessary, in order to preserve the priority, lien, charge, mortgage or privilege, purporting to appertain to or be created by any bond issued or mortgage deed executed under the provisions of this Charter, that such bond or deed should be enregistered in any manner, or in any place whatever. But every such mortgage deed shall be deposited in the office of Our Secretary of State of Canada, of which deposit notice shall be given in the *Canada Gazette*. And in like manner any agreement entered into by the Company, under section thirty-six of this Charter, shall also be deposited in the said office. And a copy of any such mortgage deed, or agreement, certified to be a true copy by Our said Secretary of State or his Under-Secretary or Deputy, shall be received as *primâ facie* evidence of the original in all courts of justice, without proof of the signatures or seal upon such original.

36. If, at any time, any agreement be made by the Company with any persons intending to become bondholders of the Company, or be contained in any mortgage deed executed under the authority of this Charter, restricting the issue of bonds by the Company, under the powers conferred by this Charter, or defining or limiting the mode of exercising such powers, the Company, after the deposit thereof with Our said Secretary of State as hereinbefore provided, shall not act upon such powers otherwise than as defined, restricted and limited by such agreement. And no bond thereafter issued by the Company, and no order, resolution or proceeding thereafter made,

passed or had by the Company, or by the Board of Directors, contrary to the terms of such agreement, shall be valid or effectual.

37. The Company may, from time to time, issue guaranteed or preferred stock, at such price, to such amount, not exceeding ten thousand dollars per mile, and upon such conditions as to the preferences and privileges appertaining thereto, or to different issues or classes thereof, and otherwise, as shall be authorized by the majority in value of the shareholders present in person or represented by proxy at any annual meeting or at any special general meeting thereof called for the purpose, notice of the intention to propose such issue at such meeting being given in the notice calling such meeting. But the guarantee or preference accorded to such stock shall not interfere with the lien, mortgage and privilege attaching to bonds issued under the authority of this Act. And the holders of such preferred stock shall have such power of voting at meeting of shareholders, as shall be conferred upon them by the by-laws of the Company.

EXECUTION OF AGREEMENTS.

38. Every contract, agreement, engagement, scrip certificate or bargain made, and every bill of exchange drawn, accepted or endorsed, and every promissory note and cheque made, drawn or endorsed on behalf of the Company, by any agent, officer or servant of the Company, in general accordance with his powers as such under the by-laws of the Company, shall be binding upon the Company; and in no case shall it be necessary to have the seal of the Company affixed to any such bill, note, cheque, contract, agreement, engagement, bargain, or scrip certificate, or to prove that the same was made, drawn, accepted or endorsed, as the case may be, in pursuance of any by-law or special vote or order; nor shall the party so acting as agent, officer or servant of the Company be subjected individually to any liability, whatsoever, to any third party therefor; Provided always, that nothing in this Charter shall be construed to authorize the Company to issue any note payable to the bearer thereof, or any promissory note intended to be circulated as money, or as the note of a bank, or to engage in the business of banking or insurance.

GENERAL PROVISIONS.

39. The Company shall, from time to time, furnish such reports of the progress of the work, with such details and plans of the work, as Our Governor-General in Council may require.

40. As respects places not within any Province, any notice required by "*The Consolidated Railway Act*, 1879," to be given in the "Official Gazette" of a Province, may be given in the *Canada Gazette*.

41. Deeds and conveyances of lands to the Company for the purposes of this Charter, (not being letters patent from Us) may, in so far as circumstances will admit, be in the form following, that is to say:—

"Know all men by these presents, that I, A. B., in consideration of paid to me by the Canadian Pacific Railway Company, the receipt whereof is hereby acknowledged, grant, bargain, sell and convey unto the said The Canadian Pacific Railway Company, their successors and assigns, all that tract or parcel of land (*describe the land*) to have and to hold the said land and premises unto the said Company, their successors and assigns for ever.

"Witness my hand and seal, this day of one thousand eight hundred and

"Signed, sealed and delivered in presence of } A.B. [L.S.]

"C. D.

"E. F."

or in any other form to the like effect. And every deed made in accordance herewith shall be held and construed to impose upon the vendor executing the same the obligation of guaranteeing the Company and its assigns against all dower and claim for dower and against all hypothecs and mortgages and against all liens and charges whatsoever and also that he has a good, valid and transferable title thereto.

In TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Well-Beloved Councillor, SIR JOHN DOUGLAS SUTHERLAND CAMPBELL (commonly called the Marquis of Lorne), Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of Our Most Distinguished Order of St. Michael and St. George, Governor-General of Canada and Vice-Admiral of the same, &c., &c., &c.

At Our Government House, in Our CITY of OTTAWA, this sixteenth day of February, in the Year of Our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Our Reign.

By Command,

(Signed) JOHN O'CONNOR,
Secretary of State of Canada.

(Signed) JAS. McDONALD, Esq.,
Attorney-General of Canada.

(Copy of No. 26858.)

OTTAWA, 16th December, 1880.

SIR,—With reference to the objections that have been raised to the description in the 3rd clause of the Pacific Railway contract of the approximate standard named in that clause, we beg to state, that when the contract was framed, it was not considered that there was any difference of importance between the time of the original construction of the Union Pacific Railway and the date of the Allan contract.

We are therefore prepared to agree, on behalf of the Syndicate, that the description of the *Standard* shall be construed as applying to the Union Pacific Railway as it was in February, 1873, so that the obligations of the Company will virtually be the same as if that date were substituted in the clause in question, for the words "as the same was when first constructed."

We have no hesitation in agreeing to this construction, as it is obvious that our own interest will lead us to construct the Railway in a substantial manner, with steel rails and efficient equipment. And our reason for desiring that a standard should be named was not in any degree to enable us to construct an inferior railway, but merely to protect us from captious or arbitrary criticism.

We have the honor to be, Sir,

Your obedient servants,

(Signed) DUNCAN McINTYRE,
" JOHN S. KENNEDY,
" R. B. ANGUS,
on behalf of the Pacific Railway Syndicate.

The Honorable
The Secretary of State for Canada,
Ottawa.

(Copy of No. 25604.)

CANADIAN PACIFIC RAILWAY COMPANY,
SECRETARY'S OFFICE,
MONTREAL, February 25th, 1881.

SIR,—At the request of the Hon. J. J. C. Abbott, the Counsel of this Company, I beg to transmit herewith, duly certified and sealed with the corporate seal of the Company, an extract from the minutes of the first meeting of the Directors, held on the 17th inst., having reference to the proposed agreement to be entered into between the Government and the Company on the subject of running powers to be granted under circumstances over a portion of the Canadian Pacific Railway to Callander Station, &c.

Mr. Abbott desired me to say that this Extract is forwarded to you and the Hon. Sir Alexander Campbell as the resolutions embodied in it were passed by the Directors at your joint request.

I have the honor to be, Sir,
Your obedient servant,
(Signed) C. DRINKWATER,
Secretary.

The Hon. SIR CHAS. TUPPER, K.C.B.,
Minister of Railways,
Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY.

Extracts from the minutes of the first meeting of the Directors of the Canadian Pacific Railway Company, held at the Company's office in Montreal, on Thursday, the 17th day of February, 1881.

And whereas in the course of the debate upon the Canadian Pacific Railway Act, certain questions arose which the contractors present at Ottawa deemed it expedient to meet by agreeing that this Company would enter into certain undertakings with the Government of Canada, so soon as it should be organized, and it is expedient to provide for entering into such arrangements, therefore it is unanimously

Resolved,—That this Company is prepared to enter into an agreement with the Dominion Government to the effect following, that is to say:

If any Company other than the Canada Central Railway Company builds a line from any point on the Canadian Pacific Railway, at or about the Wahnapit River, to any point on Lake Huron, or Lake Superior, or on the River Ste. Marie, such Company shall have running powers over the Canadian Pacific Railway from the point of junction to Callander Station, on condition that such Company shall grant to the Canadian Pacific Railway Company similar and reciprocal running powers over its Railway west of such point of junction.

In the event of the Company purchasing, acquiring, amalgamating with, leasing or holding and operating the Canada Central Railway, the said Callander Station shall continue to be a neutral or receiving and distributing point, common to the Canada Central Railway, and any Railway in the Province of Ontario running southward from said Callander Station, and in that case all traffic to or from any point in the West or North-West coming from, or destined for any such Ontario Railway, shall be carried to or from Callander Station at the same mileage rate as similar traffic to or from such point coming from or destined for the said Canada Central Railway. And such mileage rate shall not be greater than the average rate per mile charged for similar traffic from the point of shipment on the Canadian Pacific Railway to the point of destination on the Canada Central Railway, or from the point of shipment on the said Canada Central Railway to the point of destination on the Canadian Pacific Railway as the case may be.

And for the purposes of this section the word "traffic" includes not only passengers and their baggage, goods, animals and things conveyed by railway, but also cars, trucks and vehicles of any description adapted for running over any railway, if offered for carriage as freight, but this agreement shall not be construed as consenting to any running powers by any railway over the Canadian Pacific Railway.

This agreement to be subject to the conditions as to special rates for the purchasers of land, or for emigrants or intending emigrants, which are contained in the twenty-fourth section of the charter of this Company.

If at any time the Canada Central Railway should be purchased, acquired, leased in perpetuity by or amalgamated with this Company, such amalgamation, acquisition, purchase or lease shall be made subject to the existing legal obligations of that Company created by its charter or any amendment thereof, in respect of running powers or traffic arrangements, as well as in respect of the matters and things referred to in the letters patent incorporating this Company.

A true extract.

(Signed) C. DRINKWATER,

Secretary.

REPORTS

RAILWAY STATISTICS

OF CANADA

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF THE RAILWAYS OF THE DOMINION.

1880-81.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET.
1882.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER OF GOVERNMENT RAILWAYS,
OTTAWA, 6th March, 1882.

SIR,—In laying before you my Statistical Report upon the Railways of the Dominion, for the year ending the 30th June, 1881, I have much pleasure in stating that, for the first time, returns have been obtained from all the Companies. This, however, has not been achieved without much difficulty, and my Report has suffered great delay owing to the reluctance of many of the Companies to comply with the Statute in the case made and provided. The returns are, on the whole, more complete than in former years, and the Report may be regarded as much more nearly correct.

A growing tendency towards amalgamation has been developed during the year, many railways having disappeared from the list of independent lines (*vide* tables appended). The traffic returns give evidence of an activity and an expansion, and of an advance in material prosperity, wholly unexampled in the history of the country.

The tables appended are in the same forms as in previous years, viz.:

No. 1. Summary Statement of Capital.

2. Summary Statement of Characteristics of Roads.

3. Summary Statement of Rolling Stock.

4. Summary Statement of Operations of the year and Mileage.

5. Summary Statement of Freight carried.

6. Summary Statement of Passenger Fares per mile.

7. Summary Statement of Earnings.

8. Summary Statement of Operating Expenses.

9. Summary Statement of Accidents.

10. Lines owned by Coal and Iron Mines.

11. Statement of Aid granted to Railways by Governments and Municipalities.

The total mileage on the 30th June, 1881, was:

Railways in operation	7,260·51
" under construction, on which track is laid	335·30
" under construction	2,910·00
	10,505·81

The mileage on the 30th June, 1880, was:

Railways in operation	6,891·18
" under construction and having track laid	338·65
" under construction	1,077·66
	8,307·66

There was, therefore, an increase of 369·33 miles in operation, a decrease of 3·35 miles under construction and having track laid, and an increase of 1,832·34 under construction.

The length of line of various gauges is:

	Gauge.	Miles.
Railways in operation	5 feet 6 in.	60·00
"	4 " 8½ "	6,529·51
"	3 " 6 "	671·00
		7,260·51
Railways completed (track laid)	5 feet 6 in.	60·00
"	4 " 8½ "	6,864·81
"	3 " 6 "	671·00
		7,595·81
Railways under construction	5 feet 6 in.	.....
"	4 " 8½ "	2,910·00
"	3 " 6 "	.....
		2,910·00

The gauges of railways in operation on the 30th June, 1880, were:

5 ft. 6 in.	289·04
4 ft. 8½ in.	5,916·14
3 ft. 6 in.	686·00
Total	6,891·18

The changes in gauge are, therefore:

5 ft. 6 in., decrease	229·04
4 ft. 8½ in., increase	613·37
3 ft. 6 in. decrease	55·00

The nominal capital on the 30th June, 1881, was :

Ordinary share capital			$128,061,520 10
Preference "			71,466,460 40
Bonded debt			84,891,313 33
Total			$284,419,293 83
Aid from Dominion Government		$80,133,248 34	
" Ontario "		2,666,537 02	
" Quebec "		11,612,399 27	
" New Br'nswick "		1,574,000 00	
" Nova Scotia "		823,330 00	
Municipalities		7,494,944 63	
Other sources		561,947 22	
			104,866,406 48
Total			$389,285,700 31

The nominal capital at the close of the previous year was :

Ordinary share capital	$119,506,036 37
Preference "	70,450,140 87
Bonded debt	80,661,315 89
Government and municipal loans and bonuses	100,198,316 67
Other sources	235,382 62
Total	$371,051,192 42

There is, therefore, an increase in the capital of the railways of $18,234,507.89, made up thus :

Ordinary share capital	$ 8,555,483 73
Preference "	1,016,319 53
Bonded debt	4,229,997 44
Government and municipal aid	4,106,142 59
Other sources	326,564 60
Total	$18,234,507 89

The capital per mile of railway completed and under construction is, therefore :

Ordinary share capital	$12,189 35
Preference "	6,802 44
Bonded debt	8,080 28
Government and municipal aid	9,922 69
Other sources	53 49
Total	$37,048 25

The mileage of steel and iron rails, and the equipment of the railways, compare thus in the two years:—

——	1880–81.	1879–80.	Increase.	Decrease.
Miles laid with iron rails	2,660·66	3,157·44	.....	496·78
do steel rails	4,935·15	4,049·53	885·62	.....
Length of sidings	878·47	783·26	95·21	.....
Number of grain elevators	24	22	2	.....
do crossings, guarded	82	91	.....	9
do do unguarded	7,589	7,365	224	.....
do overhead bridges	333	320	13	.....
do crossings of other railways	134	110	24	.....
do junctions with do	198	176	22	.....
do do branch lines	83	67	16	.....
do engines owned	1,202	1,126	76	.....
do do hired	9	31	.....	22
do first-class cars owned	606	526	80	.....
do do hired	34	43	.....	9
do second-class and immigrant cars owned	351	301	50	.....
do do do hired	2	9	.....	7
do baggage, mail and express cars owned	311	283	28	.....
do do do hired	33	8	25	.....
do cattle, box and freight cars owned	16,922	15,631	1,291	.....
do do do hired	984	981	3	.....
do platform cars owned	8,124	6,513	1,611	.....
do do hired	85	176	.....	91
do coal and dumping cars owned	1,716	1,776	.....	60

The total train mileage for the year (Statement No. 4) was 27,301,306 miles, against 22,427,449 miles in 1879-80, an increase of 4,873,857 miles, or 21·7 per cent.

The number of passengers carried was 6,943,671 against 6,462,948, an increase of 480,722, or 7·46 per cent.

The tonnage of freight handled was 12,065,323 against 9,938,858, an increase of 2,126,465 tons, or 21·39 per cent.

COMPARATIVE STATEMENT of Traffic on Principal Lines.

Name of Railway.	Passengers Carried.		Increase.	Decrease.
	1880-81.	1879-80.		
Grand Trunk and Leased Lines	2,179,793	1,995,526	184,267	.....
Great Western do	1,838,788	1,764,519	74,269	.....
Intercolonial	631,245	581,483	49,762	.....
Canada Southern	260,990	*278,818	.....	17,828
Northern and North-Western	411,847	386,169	25,678	.....
Midland	116,554	116,857	.....	303
Toronto, Grey and Bruce	111,076	121,685	.....	10,609
Toronto and Nipissing	87,058	89,933	.....	2,875

*1878-79.

The freight carried on the same lines during the two years compares thus:—

Name of Railway.	Tons. 1880-81.	Tons. 1879-80.	Increase.	Decrease.
Grand Trunk and Leased Lines	3,295,288	2,835,561	459,727	.....
Great Western do	2,572,052	2,216,382	355,670	.....
Intercolonial	725,577	561,924	163,653	.....
Canada Southern	2,135,811	1,836,948	298,863	.....
Northern and North-Western	562,309	489,600	72,709	.....
Midland	202,095	137,515	64,580	.....
Toronto, Grey and Bruce	116,487	115,257	1,230	.....
Toronto and Nipissing	120,573	105,473	15,100	.....

The earnings of the Railways (Statement No. 7) compare as follows:—

——	1880-81.	1879-80.	Increase.	Decrease.
	$	$	$	$
Passengers	8,223,254	7,076,340	1,146,914	.....
Freight	18,666,982	15,506,935	3,160,047	.....
Mails and express	946,159	851,288	94,871	.....
Other sources	145,332	102,076	43,256	.....
Total	27,987,509	23,536,639	4,450,770	.....

The earnings per mile of railway under traffic were therefore:—

——	1880-81.	1879-80.
	$	$
Passenger traffic	1,135	1,024
Freight do	2,574	2,243
Mails and express	130	123
Other sources	20	15
Total	3.859	3,405

Showing an increase of $454 per mile.

The operating expenses (Statement No. 8) compare thus:—

——	1880-81.	1879-80.	Increase.	Decrease.
	$	$	$	
Maintenance	4,115,098	3,678,376	436,722	.....
Working and repairs to engines	5,975,720	5,170,193	805,527	.....
do do cars	2,065,214	1,627,248	437,966	.....
General operating expenses	7,747,511	6,253,738	1,393,773	.....
Total	20,121,418	16,840,705	3,280,713	.....

Some of the Companies having failed to state the details of their earnings and expenditure, the totals in the above tables do not exactly correspond with the sum of the items.

The earnings per mile (as above) exceeded those of the preceding year by $454, and the expenses by $331.

The net profits of the two years were:—

——	1880-81.	1879-80.	Increase.	Decrease.
	$	$	$	$
Receipts	27,987,509	23,561,447	4,426,062	.....
Expenses	20,121,418	16,840,705	3,280,713	.....
Net profit	7,866,091	6,720,742	1,145,349	.....

The percentage of expenses to earnings was 71·89 in 1880-81, against 71·47 in 1879-80.

The share and bonded liability per mile of railway completed and under construction is $27,072. The capital liability for shares and bonds of railways in operation is $281,146,094. The net earnings of the year would thus be equal to the payment of a dividend of 2·79 per cent. upon the share and bonded liability, leaving nothing for Government and Municipal aid.

The following table gives the accidents of the two years, also their causes:—

	Killed.		Injured.	
	1880-81.	1879-80.	1880-81.	1879-80.
Fell from cars or engines	15	10	15	9
Jumping on or off trains or engines while in motion	7	9	12	11
At work making up trains	2	14	31	13
Putting arms or heads out of windows	.....	.....	.....	1
Coupling cars	4	2	51	45
Collisions or trains thrown from track	11	4	22	8
Explosions	.....	.....	1	1
Striking bridges	4	6	.....	2
Walking or being on track	56	42	13	12
Other causes	.....	.....	2	.....
Total	99	87	147	102

The proportion of passengers killed to the number carried was 1 in 991,953 against 1 in 646,294 in 1879-80, and the proportion injured, 1 in 385,759 against 1 in 359,053.

The amounts of Government and Municipal loans, bonuses, &c., paid and promised, including the cost of the Government Railways, were:

Dominion Government	.....	$118,864,862 34	
Ontario	"	4,288,037 02	
Quebec	"	13,313,242 22	
New Brunswick	"	2,183,000 00	
Nova Scotia	"	1,849,420 59	
			$140,498,562 17
Municipalities in Ontario	.....	$ 7,970,744 37	
"	Quebec	3,560,000 00	
"	N. Brunswick.	236,500 00	
"	Nova Scotia...	250,000 00	
"	Manitoba	200,000 00	
			12,217,244 37
	Total		$152,715,806 54

Up to 30th June, 1880, the Government and Municipal aid promised was $149,328,269.10. There was, therefore, an increase of $3,387,537.44.

The amounts still to be paid to railways on their completion are :—

—	Total Subsidy.	Paid.	To be Paid.
	$ cts.	$ cts.	$ cts.
Dominion Government	118,864,862 34	80,133,248 34	38,731,614 00
Ontario do	4,288,037 02	2,666,537 02	1,621,500 00
Quebec do	13,313,242 22	11,612,399 27	1,700,842 95
New Brunswick Government	2,183,000 00	1,574,000 00	609,000 00
Nova Scotia do	1,849,420 59	823,330 00	1,026,090 59
Municipalities	12,217,244 37	7,494,944 63	4,722,299 74
Total	152,715,806 54	104,304,459 26	47,411,347 28

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer of Govt. Railways.

F. BRAUN, Esq.,

Secretary Dept. Railways and Canals.

REPORTS

RAILWAY STATISTICS

OF CANADA

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF THE RAILWAYS OF THE DOMINION.

1880-81.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET.
1882.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER OF GOVERNMENT RAILWAYS,
OTTAWA, 6th March, 1882.

SIR,—In laying before you my Statistical Report upon the Railways of the Dominion, for the year ending the 30th June, 1881, I have much pleasure in stating that, for the first time, returns have been obtained from all the Companies. This, however, has not been achieved without much difficulty, and my Report has suffered great delay owing to the reluctance of many of the Companies to comply with the Statute in the case made and provided. The returns are, on the whole, more complete than in former years, and the Report may be regarded as much more nearly correct.

A growing tendency towards amalgamation has been developed during the year, many railways having disappeared from the list of independent lines (*vide* tables appended). The traffic returns give evidence of an activity and an expansion, and of an advance in material prosperity, wholly unexampled in the history of the country.

The tables appended are in the same forms as in previous years, viz.:

No. 1. Summary Statement of Capital.

2. Summary Statement of Characteristics of Roads.

3. Summary Statement of Rolling Stock.

4. Summary Statement of Operations of the year and Mileage.

5. Summary Statement of Freight carried.

6. Summary Statement of Passenger Fares per mile.

7. Summary Statement of Earnings.

8. Summary Statement of Operating Expenses.

9. Summary Statement of Accidents.

10. Lines owned by Coal and Iron Mines.

11. Statement of Aid granted to Railways by Governments and Municipalities.

The total mileage on the 30th June, 1881, was:

Railways in operation	7,260·51
" under construction, on which track is laid	335·30
" under construction	2,910·00
	10,505·81

The mileage on the 30th June, 1880, was:

Railways in operation	6,891·18
" under construction and having track laid	338·65
" under construction	1,077·66
	8,307·66

There was, therefore, an increase of 369·33 miles in operation, a decrease of 3·35 miles under construction and having track laid, and an increase of 1,832·34 under construction.

The length of line of various gauges is:

	Gauge.	Miles.
Railways in operation	5 feet 6 in.	60·00
"	4 " 8½ "	6,529·51
"	3 " 6 "	671·00
		7,260·51
Railways completed (track laid)	5 feet 6 in.	60·00
"	4 " 8½ "	6,864·81
"	3 " 6 "	671·00
		7,595·81
Railways under construction	5 feet 6 in.	.....
"	4 " 8½ "	2,910·00
"	3 " 6 "	.....
		2,910·00

The gauges of railways in operation on the 30th June, 1880, were:

5 ft. 6 in.	289·04
4 ft. 8½ in.	5,916·14
3 ft. 6 in.	686·00
Total	6,891·18

The changes in gauge are, therefore:

5 ft. 6 in., decrease	229·04
4 ft. 8½ in., increase	613·37
3 ft. 6 in. decrease	55·00

The nominal capital on the 30th June, 1881, was :

Ordinary share capital			$128,061,520 10
Preference "			71,466,460 40
Bonded debt			84,891,313 33
Total			$284,419,293 83
Aid from Dominion Government		$80,133,248 34	
" Ontario "		2,666,537 02	
" Quebec "		11,612,399 27	
" New Br'nswick "		1,574,000 00	
" Nova Scotia "		823,330 00	
Municipalities		7,494,944 63	
Other sources		561,947 22	
			104,866,406 48
Total			$389,285,700 31

The nominal capital at the close of the previous year was :

Ordinary share capital	$119,506,036 37
Preference "	70,450,140 87
Bonded debt	80,661,315 89
Government and municipal loans and bonuses	100,198,316 67
Other sources	235,382 62
Total	$371,051,192 42

There is, therefore, an increase in the capital of the railways of $18,234,507.89, made up thus :

Ordinary share capital	$ 8,555,483 73
Preference "	1,016,319 53
Bonded debt	4,229,997 44
Government and municipal aid	4,106,142 59
Other sources	326,564 60
Total	$18,234,507 89

The capital per mile of railway completed and under construction is, therefore :

Ordinary share capital	$12,189 35
Preference "	6,802 44
Bonded debt	8,080 28
Government and municipal aid	9,922 69
Other sources	53 49
Total	$37,048 25

The mileage of steel and iron rails, and the equipment of the railways, compare thus in the two years:—

——	1880-81.	1879-80.	Increase.	Decrease.
Miles laid with iron rails	2,660·66	3,157·44	.....	496·78
do steel rails	4,935·15	4,049·53	885·62	.....
Length of sidings	878·47	783·26	95·21	.....
Number of grain elevators	24	22	2	.....
do crossings, guarded	82	91	.....	9
do do unguarded	7,589	7,365	224	.....
do overhead bridges	333	320	13	.....
do crossings of other railways	134	110	24	.....
do junctions with do	198	176	22	.....
do do branch lines	83	67	16	.....
do engines owned	1,202	1,126	76	.....
do do hired	9	31	.....	22
do first-class cars owned	606	526	80	.....
do do hired	34	43	.....	9
do second-class and immigrant cars owned	351	301	50	.....
do do do hired	2	9	.....	7
do baggage, mail and express cars owned	311	283	28	.....
do do do hired	33	8	25	.....
do cattle, box and freight cars owned	16,922	15,631	1,291	.....
do do do hired	984	981	3	.....
do platform cars owned	8,124	6,513	1,611	.....
do do hired	85	176	.....	91
do coal and dumping cars owned	1,716	1,776	.....	60

The total train mileage for the year (Statement No. 4) was 27,301,306 miles, against 22,427,449 miles in 1879-80, an increase of 4,873,857 miles, or 21·7 per cent.

The number of passengers carried was 6,943,671 against 6,462,948, an increase of 480,722, or 7·46 per cent.

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Northern and North-Western	411,847	386,169	25,678	.....
Midland	116,554	116,857	.....	303
Toronto, Grey and Bruce	111,076	121,685	.....	10,609
Toronto and Nipissing	87,058	89,933	.....	2,875

*1878-79.

The freight carried on the same lines during the two years compares thus:—

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Other sources	145,332	102,076	43,256	
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The earnings per mile of railway under traffic were therefore:—

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Showing an increase of $454 per mile.

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Fell from cars or engines	15	10	15	9
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At work making up trains	2	14	31	13
Putting arms or heads out of windows	.....	.....	.....	1
Coupling cars	4	2	51	45
Collisions or trains thrown from track	11	4	22	8
Explosions	.....	.....	1	1
Striking bridges	4	6	.....	2
Walking or being on track	56	42	13	12
Other causes	.....	.....	2	.....
Total	99	87	147	102

The proportion of passengers killed to the number carried was 1 in 991,953 against 1 in 646,294 in 1879-80, and the proportion injured, 1 in 385,759 against 1 in 359,053.

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New Brunswick	"	2,183,000 00	
Nova Scotia	"	1,849,420 59	
			$140,498,562 17
Municipalities in Ontario	.....	$ 7,970,744 37	
"	Quebec	3,560,000 00	
"	N. Brunswick.	236,500 00	
"	Nova Scotia...	250,000 00	
"	Manitoba	200,000 00	
			12,217,244 37
	Total		$152,715,806 54

Up to 30th June, 1880, the Government and Municipal aid promised was $149,328,269.10. There was, therefore, an increase of $3,387,537.44.

The amounts still to be paid to railways on their completion are :—

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New Brunswick Government	2,183,000 00	1,574,000 00	609,000 00
Nova Scotia do	1,849,420 59	823,330 00	1,026,090 59
Municipalities	12,217,244 37	7,494,944 63	4,722,299 74
Total	152,715,806 54	104,304,459 26	47,411,347 28

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer of Govt. Railways.

F. BRAUN, Esq.,

Secretary Dept. Railways and Canals.

No. 1.—SUMMARY STATEMENT OF CAPITAL.

Number.	Name of Railway.	Length of Line.		Ordinary Share Capital.			Preference Share Capital.			Bonded Debt.				Government Aid.					Municipal Aid.				Capital from other Sources.		Total Capital.		Floating Debt.		Total Cost of Railway and Rolling Stock.	Remarks.
		Completed. (Rails laid.)	Under Construction.	Authorized.	Subscribed.	Paid Up.	Authorized.	Subscribed.	Paid Up.	Authorized.	Subscribed.	Paid Up.	Rate of Interest.	Name of Government.	Loan.	Bonus.	Subscription to Shares or Bonds.	Paid Up.	Loan.	Bonus.	Subscription to Shares or Bonds.	Paid Up.	Subscribed.	Paid Up.	Subscribed.	Paid Up.	Amount.	Rate of Interest.		
		Miles.	Miles.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	p. c.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	p. c.	$ cts	
1	Albert	51·50		1,000,000 00	59,000 00	659,500 00				600,000 00			6	New Brunswick		455,000 00		455,000 00		70,000 00		70,000 00				1,184,500 00			1,784,500 00	
2	Canada Atlantic	—	125	2,000,000 00										Ontario		270,000 00				130,000 00					59,000 00					
3	Canada Central	210			584,400 00	984,400 00				3,402,000 00	3,402,000 00	3,402,000 00	5 & 6	Dominion and Ontario		1,440,600 00		1,085,600 00		75,000 00	42,500 00	117,500 00			4,428,900 00	5,589,500 00			23,911,917 74	
4	Canada Southern	326·60		15,000,000 00	15,000,000 00	15,000,000 00				14,100,000 00	13,777,767 03	13,538,561 62	3 & 5	Ontario		147,858 65		147,858 65		322,500 00		322,500 00			28,777,767 03	29,068,922 27	1,343,928 47			
5	Canadian Pacific	512·00	2,338·00	25,000,000 00	5,000,000 00	2,500,000 00								Dominion		58,748,258 00		20,371,644 00		200,000 00			25,000,000 00		30,000,000 00	23,871,644 00				
6	Carillon and Grenville	13		200,000 00	100,000 00	100,000 00																			100,000 00	100,000 00				
7	Chatham Branch	9		150,000 00	103,310 00	50,000 00								New Brunswick		32,000 00		32,000 00							103,310 00	82,000 00				
8	Cobourg, Peterboro' and Marmora	47					600,000 00	600,000 00	600,000 00	500,000 00	400,000 00	400,000 00	8	Ontario		18,740 00		18,740 00		113,500 00		113,500 00			1,000,000 00	1,132,240 00	62,000 00	8	1,400,042 00	
9	Credit Valley	183·50		500,000 00	500,000 00	500,000 00				3,670,000 00			5	do		463,500 00		1,085,000 00							500,000 00	500,000 00				
10	Fredericton	22·50		600,000 00	321,160 00	321,160 00				200,000 00	100,000 00		6	New Brunswick		230,000 00		80,000 00		80,000 00		80,000 00			421,160 00	631,160 00				
11	Georgian Bay and Wellington																													
12	Grand Junction	99		1,600,000 00	468,200 00	287,850 00				900,000 00	90,000 00	900,000 00	5	Ontario		182,500 00		182,500 00		213,000 00	50,000 00	263,000 00		6,931 24	1,438,200 00	1,640,281 24				Amalgamated with Grand Trunk, Georgian Bay and Lake Erie, and operated by Grand Trunk.
13	Grand Southern	82·50		2,000,000 00	20,400 00	1,224 00				820,000 00				New Brunswick	3,000 00	410,000 00									20,400 00	1,224 00				
14	Grand Trunk	1,156·25		65,635,700 80	53,469,034 13	53,438,385 01	61,874,795 12	61,874,795 12	61,834,943 20	43,410,180 01	23,741,239 73	23,741,239 73	5 & 6	Dominion	15,142,633 33			15,142,633 33							154,227,702 31	154,157,201 27	3,246,492 26		157,650,460 41	
	Buffalo and Lake Huron						2,555,000 00	2,555,000 00	2,555,000 00	3,715,982 20	3,715,982 20	3,715,982 20													6,270,982 20	6,270,982 20				
15	Grand Trunk, Georgian Bay and Lake Erie	144	50·00	483,250 00	483,250 00	483,250 00				1,505,000 00			5	Ontario		336,000 00				929,000 00					483,250 00	483,250 00			2,838,713 00	Including Port Dover & Lake Huron and Stratford & Huron.
16	Great Western	902·71		32,436,468 00	29,838,352 00	29,767,353 00		2,461,335 00	2,461,335 00	23,699,026 00		18,015,179 00	5, 6 & 7												32,299,688 00	50,243,887 00			38,791,575 29	
	London and Port Stanley	23 66			441,500 00	441,500 00				600,000 00	427,000 00														888,500 00	441,500 00				
	Wellington, Grey and Bruce	168 35		1,500,000 00		231,200 00						2,589,066 66	7	Ontario		241,276 00		241,276 00		682,000 00		682,000 00				3,733,542 66	482,213 67			
	London, Huron and Bruce	68 89		400,000 00		22,210 00						912,646 00		do		178,630 08		178,630 08		311,500 00		307,494 20				1,420,980 28				
	Brantford, Norfolk and Port Burwell	34 74																												
	Galt and Guelph																													
17	Hamilton and North-Western			1,000,000 00	1,000,000 00	1,000,000 00	827,333 00	827,333 00	827,333 00	2,190,014 00	2,190,014 00	2,190,014 00	6	Ontario		565,020 00		565,020 00		675,596 00	100,000 00	675,596 00			4,017,347 00	5,257,963 00				Amalgamated with Northern and North-Western.
18	Halifax and Cape Breton Railway and Coal Co.	79·75			1,250,000 00	1,250,000 00								Nova Scotia		586,090 59									1,250,000 00	1,250,000 00				
19	Intercolonial	840												Dominion		38,974,452 44		38,974,452 44							38,974,452 44				33,974,452 44	
30	International	69·66		1,500,000 00	424,000 00	424,000 00				866,666 00	238,466 83			Quebec		364,536 22					225,000 00	225,000 00				887,466 83	649,000 00	101,376 53		1,346,474 15	
31	Kent Northern	11	16	1,000,000 00	60,600 00									New Brunswick		185,000 00										245,600 00				
32	Kingston and Pembroke	63·50		1,250,000 00			287,000 00	124,320 00		200,000 00				Ontario		453,522 50		313,522 50		488,000 00		488,000 00				397,000 00	625,842 50	100,000 00	6	895,522 33	
33	Lewis and Kennebec																													
34	Massawippi Valley	34		800,000 00	400,000 00	400,000 00					400,000 00	400,000 00	6													800,000 00	800,000 00			800,000 00	Purchased by Quebec Central.
25	Midland	143·65		1,946,666 67	1,946,666 67	1,946,666 67						2,186,788 00		Ontario		168,350 20		168,350 20		144,870 85		144,870 85			1,946,666 67	4,446,675 72	875,156 52		4,901,236 80	
26	Missisquoi Valley	10·10	47	1,000,000 00	161,300 00	48,390 00				750,000 00				Quebec		142,500 00		41,650 38			85,000 95	38,500 00			346,300 00	128,540 38	127,623 95	6		Amalgamated with Northern and North-Western.
27	Montreal and Vermont Junction	23·60																												Operated by Waterloo & Magog.
28	New Brunswick	176·00		3,000,000 00	3,000,000 00	3,000,000 00								New Brunswick		76,000 00		76,000 00		23,000 00		23,000 00			3,099,000 00	3,099,000 00				Operated by Central Vermont.
29	New Brunswick and Canada	127		2,283,000 00		1,178,000 00	610,000 00	610,000 00	610,000 00	170,000 00	170,000 00	170,000 00	6	do		575,000 00		575,000 00		47,500 00		47,500 00			780,000 00	2,580,500 00	300,000 00	6 & 7		
30	Northern and North-Western	377·54				425,000 00	730,000 00	730,000 00	730,000 00	5,902,293 08			5 & 6	Ontario		196,188 00		196,188 00		241,980 00	390,000 00	631,980 00			1,120,000 00	1,983,188 00				
31	Nova Scotia, Nictaux and Atlantic		75·00	1,275,000 00	100,000 00	12,750 00				1,275,000 00	1,065,000 00			Nova Scotia		440,000 00									1,165,000 00	12,750 00				Capital of Northern Railway.
32	Petitcodiac and Elgin	14		200,000 00	15,000 00	8,000 00								Dom. and N. Brunswick		70,000 00		70,000 00		13,000 00		13,000 00			15,000 00	91,000 00			83,000 00	
33	Port Dover and Lake Huron																													
	Stratford and Huron																													Amalgamated with Grand Trunk, Georgian Bay and Lake Erie.
34	Prince Edward County	32·40					198,000 00	198,000 00	198,000 00	400,000 00	100,000 00	100,000 00	6	Ontario		126,000 00		126,000 00		93,500 00		93,500 00			298,000 00	517,500 00				
35	Prince Edward Island	198·50												Dominion		3,466,588 57		3,466,588 57								3,466,588 57			3,466,588 57	
36	Quebec and Lake St. John	38	239	5,000,000 00	319,000 00	301,000 00	450,000 00	100,000 00	10,000 00	3,500,000 00	220,000 00	220,000 00		Quebec		600,000 00		137,651 00		7,000 00	100,000 00	10,000 00			739,000 00	678,651 00				
37	Quebec Central	145		3,149,280 00	3,039,930 00	3,039,930 00				2,799,360 00	2,702,160 00	2,702,160 00		do		681,250 00		681,250 00							5,742,090 00	6,423,340 00			3,757,960 00	
38	Quebec, Montreal, Ottawa and Occidental	319·80																												
	Joliette	6																												
	Laurentian	13·25												Quebec	6,116,856 00	4,227,000 00		10,343,856 00	2,434,000 00	25,000 00		796,641 62			2,459,000 00	11,140,500 63				
39	Stanstead, Shefford and Chambly	339·05																												Operated by Central Vermont.
40	St. Lawrence and Ottawa	43																												
41	St. John and Maine	59		2,710,090 80			789,909 20	789,909 20	789,909 20	973,334 00	973,334 00	973,334 00	6												1,763,243 20	1,763,243 20	22,291 52		1,879,709 03	
42	St. Martins and Upham	92		2,673,000 00		2,641,460 92						27,459 00														2,668,919 92				
43	South-Eastern	30		250,000 00	27,900 00	15,000 00								New Brunswick		150,000 00		136,000 00								27,900 00	151,000 00	80,000 00		250,000 00	
		140		4,800,000 00	1,739,500 00	1,739,500 00				1,750,000 00		1,750,000 00		Quebec		444,000 00		315,891 89		538,009 00	418,000 00	418,000 00			2,267,500 00	4,223,391 89				
	Lake Champlain and St. Lawrence	63	239		340,000 00	250,000 00				600,000 00	378,000 00	378,000 00				340,000 00				51,000 00					718,000 00	628,000 00				
	Montreal, Portland and Boston	36		2,000,000 00	1,017,600 00	986,600 00					901,000 00	896,000 00				85,000 00				25,000 00					1,918,600 00	1,882,600 00				
44	Spring Hill and Parrsboro'	32		1,000,000 00	366,300 00	366,300 00				600,000 00				Nova Scotia		144,230 00		144,230 00							366,300 00	510,530 00			369,644 42	
45	Toronto and Nipissing	79				193,350 00								Ontario		105,212 09		105,212 09		376,702 59		376,702 59			599,000 00	1,574,284 59	350,741 26		1,600,000 00	
	Lake Simcoe Junction	26·50		175,000 00	25,000 00	28,000 00				251,750 00	251,750 00	110,000 00		do		53,000 00		53,000 00		100,000 00		100,000 00			439,750 00	291,000 00				
46	Toronto, Grey and Bruce	191		1,000,000 00	813,800 00	785,034 50				3,000,000 00	1,999,727 12	1,999,727 12	6	Dominion and Ontario		377,938 00		377,938 00		988,000 00		969,561 44	405,397 88		3,191,465 12	4,537,658 94	55,948 10		4,566,353 13	
47	Victoria	55·50		300,000 00	300,000 00	300,000 00				333,000 00	333,000 00			Ontario		312,000 00				186,000 00					533,000 00	300,000 00			687,326 00	
48	Welland	25		1,000,000 00		796,461 81	730,000 00	730,000 00	725,620 00	243,333 33	243,333 33	243,333 33													973,333 33	1,755,413 14			1,226,390 91	
49	Waterloo and Magog	23		500,000 00	100,000 00	100,000 00								Quebec		172,000 00	100,000 00	92,000 00		15,000 00		15,000 00			200,000 00	207,000 00				
50	Western Counties	67		1,000,000 00	1,000,000 00	500,800 00								Nova Scotia		670,100 00		670,100 00		150,000 00	100,000 00	250,000 00			1,100,000 00	1,429,900 00				
51	Whitby, Port Perry and Lindsay	46·50		300,000 00		179,944 19						689,606 67		Ontario		94,957 59		94,957 59		222,094 93	1,000 00	222,094 93		149,618 10		1,336,231 48			1,193,638 18	
52	Windsor and Annapolis	84		2,433,333 00	1,467,300 00	1,467,300 00				2,068,333 00	1,731,214 00	1,731,214 00	6	Dominion		1,089,674 00		1,089,674 00							4,288,188 00	4,288,188 00	492,127 00	6	3,888,184 00	
	Windsor Branch	32																												Capital included in Intercolonial.
	Total	7,595·81	2,910·00			126,061,520 10			71,466,460 40			84,891,313 33			21,259,589 33	119,138,972 84	100,000 00	96,809,514 63	2,437,000 00	8,008,744 37	1,771,500 00	7,494,944 63	25,000,000 00	561,947 22		389,285,700 31				

SUMMARY STATEMENTS.

No. 2.—Summary Statement of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.		Number of Ties to Mile.
		Completed. (Rails laid.)	Under Construction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.	
							Lbs.	Lbs.	
1	Albert	51·50	.....	51·50	.....	.....	56	.....	2,240
2	Canada Atlantic	.....	125	.....	.....	.....	.....	.....	.....
3	Canada Central	210·00	.....	145·50	64·50	.....	56 to 64	56	2,200
4	Canada Southern	326·60	.....	97·40	229·20	58·79	60	60	2,800
5	Canadian Pacific	512·00	2358·00	.....	512·00	15·00	.....	57½	2,500
6	Carillon and Grenville	13·00	.....	13·00	.....	·72	65	.....	2,200
7	Chatham Branch	9·00	.....	9·00	.....	·076	56	.....	2,244
8	Cobourg, Peterboro' and Marmora	47·00	.....	47·00	.....	.....	56	.....	2,600
9	Credit Valley	183·50	.....	.....	183·50	11·00	.....	54 & 56	2,340
10	Fredericton	22·50	.....	22·00	·50	·50	56	.....	2,300
11	Georgian Bay and Wellington	.....	.....	.....	.....	.....	.....	.....	.....
12	Grand Junction	·90·00	.....	34·00	56·00	3·00	56	56	2,200
13	Grand Southern	82·50	.....	2·00	80·50	2·00	.....	50	2,500
14	Grand Trunk, Buffalo and Lake Huron	1156·25	.....	241·25	915·00	227·25	56	65	2,600
15	Grand Trunk, Georgian Bay and Lake Erie	144·00	50·00	59·00	85·00	7·00	56	56	2,640
16	Great Western	902·71	.....	64·86	837·85	188·69	66	66	2,640
	London and Port Stanley, 23·66	...	.....	.....	.....	2·21	54 to 66	56	2,640
	Wellington, Grey and Bruce, 168·35	.....	.....	.....	.....	17·90	50 to 66	57½	2,640
	London, Huron and Bruce, 68·99	.....	.....	.....	.....	.....	.....	57½	2,640
	Brantford, Norfolk & Port Burwell, 34·74	.....	.....	.....	.....	3·168	50 to 66	66	2,640
	Galt and Guelph	.....	.....	.....	.....	.....	.....	.....	.....
17	Hamilton & North-Western	.....	.....	.....	.....	.....	.....	.....	.....
18	Halifax and Cape Breton Railway and Coal Co	79·75	.....	79·75	.....	3·50	56	.....	2,112
19	Intercolonial	840·00	.....	22·50	817·50	99·00	56	56 & 57½	2,640
20	International	69·66	.....	69·66	.....	.....	56	.....	2,260
21	Kent Northern	11·00	16·00	11·00	.....	·50	.....	.....	2,640
22	Kingston and Pembroke	63·50	.....	63·50	.....	5·00	56	.....	2,640
23	Lévis and Kennebec	.....	.....	.....	.....	.....	.....	.....	.....
24	Massawippi Valley	34·00	.....	16·00	18·00	1·00	56	56	2,100
25	Midland	143·65	.....	79·35	64·30	23·36	56	56	2,112
26	Missisquoi Valley	10·10	47·00	10·10	.....	.....	56	.....	.....
27	Montreal and Vermont Junction	23·60	.....	.....	23·60	2·00	.....	60	2,600
28	New Brunswick	176·00	.....	172·00	4·00	3·00	40	50	2,250
29	New Brunswick and Canada	127·00	.....	64·50	62·50	16·00	56	56	2,600
30	Northern and North-Western	377·54	.....	159·84	217·70	76·58	58	56 & 60	2,420
31	Nova Scotia, Nictaux and Atlantic	.....	75·00	.....	.....	.....	.....	.....	.....
32	Petitcodiac and Elgin	14·00	.....	14·00	.....	.....	56	.....	2,240
	Carried forward	5720·36	2671·00	1548·71	4171·65	766·51	.....	.....	.....

Characteristics of Roads, &c.

Nature of Rail Fastening.	No. of Grain Elevators.	Number of Level Crossings.		Number of overhead Bridges.	Height of overhead Bridges above Rail level.	Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of sharpest curve.	Number of Feet per mile of heaviest gradient.	Gauge of Railway.	Number.	Remarks.
		Guarded.	Not Guarded.										
					Feet.				Feet.	Feet	ft in		
Fish plates	...	.....	91	.....	.....	.....	1	3	.....	76	4 8½	1	
.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 8½	2	Under construction
Chairs and plates	1	.....	.....	4	18	.....	2	.....	.....	75	4 8½	3	
Fish plates	...	.....	310	10	19	9	10	3	1432	75	4 8½	4	
do	...	.....	59	.....	.....	.....	1	1	1433	52·80	4 8½	5	
do	...	1	7	1	16	.....	.....	.....	1910	100	5 6	6	
do and scab-bards	...	.....	5	.....	.....	.....	1	.....	1432	52·80	4 8½	7	
Chairs and fish plates	...	1	31	.....	.....	1	2	.....	573	96	5 6	8	
Fish plates	3	3	194	4	.....	10	9	2	1146	60	4 8½	9	
do	...	.....	11	.....	.....	.....	1	.....	.....	.....	4 8½	10	
.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	Included in Grand
Fish plates	7	.....	103	3	22	1	2	1	80	82	4 8½	12	Trunk, Georgian
do	..	....	.....	.....	.....	1	2	.....	717	80	4 8½	13	Bay & Lake Erie.
do and bolts	4	29	1158	93	15' 6" to 28' 4"	30	65	15	1100	52·80	4 8½	14	
Fish plates	1	.....	205	2	19	11	6	1	.....	70	4 8½	15	Including Port
do	2	28	457	121	18	25	20	16	1495	52·80	4 8½	16	Dover and Lake Huron and Strat-
do	...	.....	32	5	18	2	1	2	716	52·8	4 8½		ford and Huron.
do	...	3	190	4	18	5	2	2	1146	70	4 8½		
do	...	.....	61	1	18	1	.....	2	1375	41·20	4 8½		
do	...	1	46	1	18	1	1	2	645	81·20	4 8½		
do	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
do	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	Included in North-
do	...	.....	45	.....	.....	.....	1	.....	.....	79·25	4 8½	18	ern and North-
do	...	5	2177	28	16 & 35	1	10	15	694	65	4 8½	19	Western.
do	...	.....	.....	.....	.....	....	1	.....	1146	74	4 8½	20	
do	...	.....	.....	.....	.....	.....	.....	.....	.....	60	4 8½	21	
do	...	.....	37	1	17	1	1	.....	955	79	4 8½	22	
.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	Purchased by Que-
Fish plates and trim-ble splice	...	.....	20	1	19	.....	.....	.....	137	80	4 8½	24	bec Central.
Fish plates and chairs	...	.....	176	6	18½	3	4	1	1430	65	4 8½	25	
.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	Operated by Water-
Fish plates and bolts	...	.....	51	1	17½	.....	2	.....	.....	52	4 8½	27	loo and Magog.
do	...	.....	.....	.....	.....	....	1	.....	.....	85	3 6	28	
do	...	.....	60	1	18	3	2	.....	1910	80	4 8½	29	
do	3	5	296	17	18	8	8	.....	1433	74	4 8½	30	
.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 8½	31	Under construction
Chairs	...	.....	14	.....	.....	.....	1	.....	1000	80	4 8½	32	
.....	21	76	5836	304	.....	113	157	66	.....	.....	.....		

No. 2.—SUMMARY STATEMENT of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.		Number of Ties to Mile.
		Completed. (Rails laid.)	Under Construction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.	
							Lbs.	Lbs.	
	Brought forward.....	5720·36	2671·00	1548·71	4171·65	766·51	.....	.....	.....
33	Port Dover & Lake Huron } Stratford and Huron . }	.....	.....	.....	.....	.....	.....	.....	.....
34	Prince Edward County.....	32·40	.....	.....	32·40	1·00	.....	42	2,300
35	Prince Edward Island.....	198·50	.....	167·75	30·75	12·00	40	50	2,500
36	Quebec and Lake St. John...	36·00	239·00	.....	36·00	.....	....	56	2,640
37	Quebec Central.....	145·00	.....	87·00	58·00	7·00	56	56	2,640
38	Quebec, Montreal, Ottawa and Occidental...319·80 Joliette..... 6·00 Laurentian..... 13·25	339·05	.....	42·00	297·05	18·00	56	56 & 60	2,640
39	Stanstead, Shefford and Chambly	43·00	.....	43·00	.....	5·50	60	.....	2,400
40	St. Lawrence and Ottawa...	59·00	.....	19·00	40·00	8·00	56	57½	2,640
41	St. John and Maine.....	92·00	.....	65·00	27·00	5·00	56	57	2,280
42	St. Martins and Upham.....	30·00	.....	30·00	.....	1	.....	.....	2,266
43	South-Eastern ..... Lake Champlain and St. Lawrence ..... Montreal, Portland and Boston	239·00	.....	159·00	80·00	16·00	56 & 60	57½	2,800
44	Spring Hill and Parrsboro'..	32·00	.....	27·00	5·00	1·25	.....	.....	.....
45	Toronto and Nipissing..... Lake Simcoe Junction }	105·50	.....	47·50	58·00	16·00	40 & 56	56	2,112
46	Toronto, Grey and Bruce....	191·00	.....	189·00	2·00	.....	40 to 56	56	2,112
47	Victoria.....	55·50	.....	41·50	14·00	.....	56	.....	2,800
48	Welland.....	25·00	.....	.....	25·00	5·20	.....	64	2,650
49	Waterloo and Magog.....	23·00	.....	23·00	.....	4·00	56	.....	2,400
50	Western Counties.....	67·00	.....	67·00	.....	4·00	56	....	2,600
51	Whitby, Port Perry and Lindsay	46·50	.....	39·00	7·50	4·50	56	55 & 56	2,500
52	Windsor and Annapolis..... Windsor Branch.....	84·00 32·00	.....	65·20	18·80	4·50	50 & 67	56	2,640
		7595·81	2910·00	2660·66	4935·15	878·47	.....	.....	.....

Characteristics of Roads, &c.—*Concluded.*

Nature of Rail Fastening.	No. of Grain Elevators.	Number of Level Crossings. Guarded.	Number of Level Crossings. Not Guarded.	Number of overhead Bridges.	Height of overhead Bridges above Rail level.	Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of sharpest curve.	Number of Feet per mile of heaviest gradient.	Gauge of Railway.	Number.	Remarks.
					Feet				Feet.	Feet.	ft in		
.....	21	76	5836	304	.....	113	157	66	.....	.....	.....		
.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	Included in Grand Trunk, Georgian Bay & Lake Erie.
Fish plates.....	...	.....	26	.....	.....	.....	.....	1	.....	53	4 8½	34	
do	...	.....	955	2	17¼	.....	.....	.....	396	75	3 6	35	
do	...	.....	8	.....	.....	.....	1	.....	900	132	4 8½	36	
do	...	.....	26	.....	.....	1	4	1	630	76	4 8½	37	
do	...	2	222	4	18½	.....	4	5	1433	87	4 8½	38	
Wrought chairs and fish plates.....	...	.....	42	.....	.....	3	4	.....	.....	60	4 8½	39	
Fish plates and steel scabbards.....	1	1	66	8	16 & 18	.....	1	2	1146	52·80	4 8½	40	
Fish plates.....	...	.....	21	2	16	1	4	1	.....	.....	4 8½	41	
....	...	.....	12	.....	.....	.....	1	.....	716	130	4 8½	42	
Fish plates.....	...	.....	44	2	15 & 20	5	7	4	.....	60	4 8½	43	
Chairs.....	...	.....	17	.....	.....	.....	.....	.....	900	60	4 8½	44	
Fish plates.....	...	.....	109	.....	.....	1	2	1	600	106	3 6	45	
do	...	3	.....	7	17	4	1	1	462	110	3 6	46	
do	...	.....	25	.....	.....	1	2	.....	.....	75	4 8½	47	
Chairs and fish plates	2	.....	30	3	17	3	4	.....	1930	84	4 8½	48	
Fish plates.....	...	.....	.....	.....	.....	.....	2	1	....	90	4 8½	49	
do	...	.....	30	.....	.....	.....	.....	.....	600	84	4 8½	50	
do	...	.....	51	.....	.....	2	3	.....	1433	90	4 8½	51	
do	...	.....	69	1	32	.....	1	.....	690	75·50	4 8½	52	
....	24	82	7589	333	.....	134	198	83	.....	.....	.....		

No. 3.—SUMMARY STATEMENT of the different

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of First Class Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.
1	Albert	51·50		3		3	
2	Canada Atlantic		125				
3	Canada Central	210		9	7	9	2
4	Canada Southern	326·60		89		26	
5	Canadian Pacific	512	2,358	18		10	
6	Carillon and Grenville	13		4		2	
7	Chatham Branch	9		2		1	
8	Cobourg, Peterboro' and Marmora	47		5		3	
9	Credit Valley	185·50		22		12	
10	Fredericton	22·50		2		3	
11	Georgian Bay and Wellington						
12	Grand Junction	90		5		6	
13	Grand Southern	82·50		5		2	
14	Grand Trunk Buffalo and Lake Huron	1,156·25		434		173	29
15	Grand Trunk, Georgian Bay and Lake Erie	144	50				
16	Great Western London and Port Stanley Wellington, Grey and Bruce London, Huron and Bruce Brantford, Norfolk and Port Burwell Galt and Guelph	902·71		216		108	
17	Halifax and Cape Breton Railway and Coal Co	79·75		9		6	
18	Intercolonial	840		121		48	
19	International	69·66		2		2	
20	Kent Northern	11	16	1			
21	Kingston and Pembroke	63·50		5		5	
22	Lévis and Kennebec						
23	Massawippi Valley	34					
24	Midland	143·65		12		13	
25	Missisquoi Valley	10·10	47				
26	Montreal and Vermont Junction	23·60					
27	New Brunswick	176		10		6	
28	New Brunswick and Canada	127		12		8	
29	Northern and North-Western	377·54		50		35	
30	Petitcodiac and Elgin	14		1		1	
31	Port Dover and Lake Huron Stratford and Huron						
32	Prince Edward County	32·40		2		2	
33	Prince Edward Island	198·50		19		14	
34	Quebec and Lake St. John	36	239	3			1
35	Quebec Central	145		8		3	
36	Quebec, Montreal, Ottawa and Occidental Joliette Laurentian	339·05		36		33	
37	Stanstead, Shefford and Chambly	43					
38	St. Lawrence and Ottawa	59		10		9	
38	St. John and Maine	92		8		7	
40	St. Martins and Upham	30		1	1		1
41	South-Eastern Lake Champlain and St. Lawrence Montreal, Portland and Boston	239		23		*15	
	Carried forward	6,934·31	2,835	1,147	8	565	33

*Two of these are parlor day cars.

descriptions of Rolling Stock.

Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.			Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Number.	
.....	.....	1	.....	10	.....	21	.....	15	.....	1	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	Under construction.
2	2	6	1	44	40	110	60	.....	.....	3	
12	.....	19	.....	2,085	634	206	.....	.....	.....	4	
.....	.....	4	.....	45	.....	384	.....	.....	.....	5	
4	.....	4	.....	.....	.....	3	.....	.....	.....	6	
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	
.....	.....	1	.....	1	.....	50	.....	200	.....	8	
9	.....	8	.....	255	.....	195	.....	13	.....	9	
2	.....	.....	.....	5	.....	11	.....	.....	.....	10	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	Included in Grand Trunk, Georgian Bay and Lake Erie.
.....	.....	3	30	.....	.....	40	.....	10	.....	12	
2	.....	.....	.....	6	.....	44	.....	.....	.....	13	
129	.....	84	.....	7,048	300	1,969	.....	364	.....	14	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	Operated by Grand Trunk.
57	.....	39	.....	3,751	.....	1,019	.....	182	.....	16	
6	.....	4	.....	30	.....	70	.....	150	.....	17	
38	.....	35	.....	1,230	.....	1,118	.....	772	.....	18	
.....	.....	.....	.....	2	.....	8	.....	.....	.....	19	
.....	.....	.....	.....	.....	.....	2	.....	.....	.....	20	
.....	.....	3	.....	5	.....	70	.....	.....	.....	21	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	Purchased by Quebec Central.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	Operated by the Connecticut and Passumpsic Railroad Co.
2	.....	7	.....	129	.....	346	.....	.....	.....	24	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	Operated by Waterloo and Magog Railway.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	Operated by Central Vermont Railway Co.
.....	.....	3	.....	46	.....	29	.....	.....	.....	27	
3	.....	.....	.....	31	.....	144	.....	.....	.....	28	
9	.....	17	.....	340	.....	724	.....	.....	.....	29	Also 66 cars of descriptions not specified in this table.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	Included in Grand Trunk, Georgian Bay and Lake Erie, and operated by Grand Trunk.
3	.....	1	.....	3	.....	5	.....	.....	.....	32	
12	.....	3	.....	150	.....	100	.....	.....	.....	33	
2	.....	1	.....	1	.....	50	.....	.....	.....	34	
7	.....	4	.....	79	.....	137	.....	.....	.....	35	
18	.....	19	.....	485	.....	424	.....	.....	.....	36	Besides 28 cars of other descriptions.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37	Operated by Central Vermont Railway Co.
6	.....	5	.....	88	.....	54	.....	.....	.....	38	
.....	.....	6	.....	15	.....	94	.....	.....	.....	39	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	
8	.....	8	.....	395	.....	234	.....	.....	.....	41	
332	2	285	31	16,279	974	7,661	60	1646	.....		

No. 3.—SUMMARY STATEMENT of the different

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of First Class Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.
	Brought forward	6,934·31	2,835	1,147	8	565	33
42	Spring Hill and Parrsboro'	32	.....	1	.....	1	.....
43	Toronto and Nipissing	105·50	.....	12	.....	9	.....
	Lake Simcoe Junction						
44	Toronto, Grey and Bruce	191	.....	18	.....	12	.....
45	Victoria	55·50	.....	3	.....	4	.....
46	Welland	25	.....	3	.....	5	.....
47	Waterloo and Magog	23	.....	.....	1	.....	1
48	Western Counties	67	.....	4	.....	2	.....
49	Whitby, Port Perry and Lindsay	46·50	.....	4	.....	3	.....
50	Windsor and Annapolis	84	.....	10	.....	5	.....
	Windsor Branch	32	.....	.....	.....	.....	.....
	Total	7,595·81	*2,910	1,202	9	606	34

*Including Nova Scotia, Nietaux and Atlantic, 75·00 miles.

descriptions of Rolling Stock—*Continued.*

Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars		Number of Hopper and Dumping Cars.			Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Number.	
332	2	285	31	16,279	974	7,661	60	1646	.....		
.....	.....	1	.....	2	.....	6	.....	50	.....	42	
10	.....	5	.....	195	.....	.....	.....	.....	.....	43	
.....	.....	15	.....	202	.....	208	.....	.....	.....	44	
.....	.....	1	.....	10	.....	36	.....	.....	.....	45	
1	.....	6	.....	123	.....	13	.....	.....	.....	46	
.....	.....	.....	2	.....	10	.....	10	.....	.....	47	
2	.....	2	.....	22	.....	58	.....	.....	.....	48	
.....	.....	3	.....	37	.....	70	15	.....	.....	49	
6	.....	3	.....	52	.....	72	.....	20	.....	50	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
351	2	311	33	16,922	984	8.124	85	1716	.....		

8 *a*—2½

No. 4.—Summary Statement of the

Number.	Name of Railway.	Mileage.	Train Mileage.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Albert	51·50	2,000	5,311	28,695	36,006
2	Canada Central	210·00	223,428	139,134	7,116	369,678
3	Canada Southern	326·60	794,721	1,497,372	.....	2,292,093
4	Canadian Pacific	229·00	.....	.....	.....	293,432
5	Carillon and Grenville	13·00	7,338	500	.....	7,838
6	Chatham Branch	9·00	.....	.....	22,536	22,536
7	Cobourg, Peterboro' and Marmora	47·00	.....	.....	8,400	8,400
8	Credit Valley	185·50	215,434	81,483	28.124	325,041
9	Fredericton	22·50	14,858	.....	29,236	44,094
10	Grand Junction	90·00	.....	.....	63,376	63,376
11	Grand Southern	82·50	.....	.....	.....	.....
12	Grand Trunk and Leased Lines	1,156·00	2,067,113	6,036,762	1,134,725	9,238,600
13	Grand Trunk, Georgian Bay and Lake Erie	90·00	.....	.....	.....	.....
14	Great Western	902·71	1,463,734	2,315,312	Ft. & Mixed.	3,779,046
	London and Port Stanley	.....	58,913	4,428	do ...	63,341
	Wellington, Grey and Bruce	.....	241,812	177,611	do ...	419,423
	London, Huron and Bruce	.....	117,814	45,063	do ...	162,877
	Brantford, Norfolk and Port Burwell	.....	47,194	4,869	do ...	52,063
	Galt and Guelph	.....	.....	.....	.....	.....
15	Halifax and Cape Breton Railway and Coal Co	79·75	.....	.....	.....	50,662
16	Intercolonial	840·00	798,703	2,015,020	Ft. & Mixed.	2,813,723
17	International	69·66	.....	.....	.....	.....
18	Kent Northern	11·00	.....	.....	.....	.....
19	Kingston and Pembroke	63·50	.....	.....	87,108	87,108
20	Lévis and Kennebec	.....	.....	.....	.....	.....
21	Massawippi Valley	34·00	68,759	55,933	6,500	131,191
22	Midland	143·65	242,080	114,508	.....	356,588
23	Missisquoi Valley	10·10	.....	.....	.....	.....
24	Montreal and Vermont Junction	23·60	55,034	104,008	777	159,819
25	New Brunswick	176·00	.....	.....	.....	.....
26	New Brunswick and Canada	127·00	.....	.....	.....	188,616
27	Northern and North-Western	377·54	394,971	438,302	189,720	*1,092,420
28	Petitcodiac and Elgin	14·00	.....	.....	9,044	9,044
29	Port Dover and Lake Huron / Stratford and Huron	.....	.....	.....	.....	.....
30	Prince Edward County	32·40	.....	.....	40,320	40,320
31	Prince Edward Island	198·50	74,588	161,486	Ft. & Mixed.	†255,353
32	Quebec and Lake St. John	36·00	.....	.....	.....	.....
33	Quebec Central	145·00	8,618	.....	44,664	53,282
34	Quebec, Montreal, Ottawa & Occident'l / Joliette / Laurentian	339·00	372,273	453,512	Ft. & Mixed.	857,655
35	Stanstead, Shefford and Chambly	43·00	42,778	52,714	5,973	101,465
36	St. Lawrence and Ottawa	59·00	113,245	13,480	44,605	171,330
37	St. John and Maine	92·00	.....	.....	.....	1,085,942
38	St. Martins and Upham	30·00	.....	.....	.....	.....
39	South-Eastern / Lake Champlain and St. Lawrence / Montreal, Portland and Boston	239·00	215,789	211,523	87,526	514,838
40	Spring Hill and Parrsboro'	32·00	.....	.....	.....	.....
41	Toronto and Nipissing / Lake Simcoe Junction	105·50	331,606	1,030,972	.....	1,362,578
	Carried forward	6,736·51	7,972,803	14,959,302	1,838,445	26,509,778

*Including 69·427 miles run by trains on Company's business.
†Including 19·309 miles by piloting trains.

Operations of the Year and Mileage.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average Rate of Speed of Passenger Trains. Miles per Hour.	Average Rate of Speed of Freight Trains. Miles per Hour.	Number.	Remarks.
36,279	8,609	37,711	20	12	1	
447,466	127,587	82,495	25	13	2	
2,766,398	260,990	2,135,811	35	15	3	
412,021	76,537	116,992	20	15	4	
8,030	11,351	1,078	25	20	5	
22,536	.....	.....	.....	20	6	
8,700	5,924	20,665	15	.....	7	
469,450	155,015	88,466	30	14	8	
45,320	25,364	8,888	24	20	9	
63,376	30,371	41,426	15	.....	10	
.....	.....	.....	.....	.....	11	Not yet in regular operation.
12,834,569	2,179,793	3,295,288	27	12	12	
.....	.....	.....	.....	.....	13	Included in Grand Trunk, and comprehending Georgian Bay and Wellington, Port Dover and Lake Huron, and Stratford and Huron.
4,550,477	1,380,749	2,302,570	24	14	14	
78,495	145,308	20,324	17	.....		
447,583	217,545	166,242	21	12		
163,929	62,186	65,601	23	13		
52,079	33,000	17,315	.....	.....		
.....	.....	.....	.....	.....		
78,401	24,543	8,047	20	12	15	
3,453,078	631,245	725,577	.....	.....	16	
.....	.....	.....	.....	.....	17	No information.
.....	.....	.....	.....	.....	18	do
87,108	13,529	50,638	15	15	19	
.....	.....	.....	.....	.....	20	Purchased by Quebec Central.
131,191	44,078	77,234	22	10	21	
356,588	116,554	202,095	20	15	22	
.....	.....	.....	.....	.....	23	Included in Waterloo and Magog.
.....	87,223½	617,301	26½	12	24	
.....	.....	.....	.....	.....	25	No information.
188,616	.....	224,854	18	10	26	
1,364,628	.....	562,309	28	18	27	
9,044	1,892	9,220	13	13	28	
.....	.....	.....	.....	.....	29	Operated by Grand Trunk.
40,320	26,437	.....	20	15	30	
314,918	102,937	45,336	20	13½	31	
.....	5,480	.....	15	15	32	
53,282	12,694	32,963	25	15	33	
1,264,475	427,265	282,319	26	10½	34	
.....	.....	.....	.....	.....		
.....	.....	.....	.....	.....		
.....	29,299	35,066	23	12	35	
218,345	47,318	87,765	25	12	36	
1,294,362	74,665	52,794	21	13	37	
.....	.....	.....	.....	.....	38	No information.
514,838	167,622	137,613	25	12	39	
.....	1,684	10,202	.....	.....	40	
1,597,541	87,058	120,573	20	12	41	
33,373,443	6,621,852	11,682,776				

No. 4.—SUMMARY STATEMENT of the

Number.	Name of Railway.	Mileage.	Train Mileage.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
	Brought forward.....	6,736·51	7,972,803	14,959,302	1,838,445	26,509,778
42	Toronto, Grey and Bruce.....	191·00	155,539	124,959	99,146	379,644
43	Victoria.....	55·50	35,056	28,470	20,656	84,182
44	Welland.....	25·00	33,447	27,363	725	61,535
45	Waterloo and Magog.....	23·00	15,519	5,489	1,562	22,570
46	Western Counties.....	67·00	.....	.....	43,165	43,165
47	Whitby, Port Perry and Lindsay.....	46·50	27,720	18,051	.....	45,771
48	Windsor and Annapolis.....	84·00	58,873	.....	95,788	154,661
	Windsor Branch.....	32·00	.....	.....	.....	.....
	Total.....	7,260·51	8,298,957	15,163,634	2,099,487	27,301,306

Operations of the Year and Mileage—*Continued.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average Rate of Speed of Passenger Trains. Miles per Hour.	Average Rate of Speed of Freight Trains. Miles per Hour.	Number.	Remarks.
33,373,443	6,621,852	11,682,776	.....	.....		
453,410	111,076	116,487	20	12	42	
70,112	15,814	39,471	18	15	43	No information.
62,377	71,155	107,794	20	15	44	
26,118	7,581	8,093	20	14	45	
48,039	23,000	12,179	.....	17	46	
49,359	18,178	38,849	25	20	47	
182,145	75,015	59,674	22	14	48	
.....	.....	.....	.....	.....		
34,265,003	6,943,671	12,065,323				

No. 5.—Summary Statement of

Number.	Name of Railway.	Mileage.	Flour.		Grain.	
			Barrels.	Tons.	Bushels.	Tons.
1	Albert	51·50	4,380	438	4,980	86
2	Canada Central	210	19,721	1,972	480,739	12,639
3	Canada Southern	326·60	.....	150,764	.....	691,874
4	Canadian Pacific	229	.....	.....	.....	.....
5	Carillon and Grenville	13	.....	.....	.....	.....
6	Chatham Branch	9	.....	.....	.....	.....
7	Cobourg, Peterboro' and Marmora	47	.....	.....	30,789	923
8	Credit Valley	183·50	.....	13,077	.....	9,142
9	Fredericton	22·50	24,500	2,450	2,400	42
10	Grand Junction	90	.....	.....	.....	.....
11	Grand Southern	82·50	.....	.....	.....	.....
12	Grand Trunk and Leased Lines	1,156	.....	.....	.....	.....
13	Grand Trunk, Georgian Bay and Lake Erie	90	.....	.....	.....	.....
14	Great Western	902·71	.....	234,503	.....	487,925
	London and Port Stanley	.....	.....	.....	.....	5,676
	Wellington, Grey and Bruce	.....	.....	17,182	.....	43,740
	London, Huron and Bruce	.....	.....	2,953	.....	13,724
	Brantford, Norfolk and Port Burwell	.....	.....	3,146	.....	3,431
	Galt and Guelph	.....	.....	.....	.....	.....
15	Halifax and Cape Breton Ry. and Coal Co.	79·75	.....	.....	.....	.....
16	Intercolonial	840	672,310	67,231	565,678	11,202
17	International	69·66	.....	.....	.....	.....
18	Kingston and Pembroke	63·50	1,300	130	55,800	1,674
19	Lévis and Kennebec	.....	.....	.....	.....	.....
20	Massawippi Valley	34	.....	.....	.....	.....
21	Midland	143·65	32,952	3,300	988,425	28,153
22	Missisquoi Valley	10·10	.....	.....	.....	.....
23	Montreal and Vermont Junction	23·60	.....	.....	.....	.....
24	New Brunswick	176	.....	.....	.....	.....
25	New Brunswick and Canada	127	.....	.....	.....	.....
26	Northern and North-Western	377·54	200,948	20,100	5,038,584	128,140
27	Petitcodiac and Elgin	14	.....	.....	.....	.....
28	Port Dover and Lake Huron Stratford and Huron	.....	.....	.....	.....	.....
29	Prince Edward County	32·40	.....	.....	.....	.....
30	Prince Edward Island	198·50	15,939	1,543	417,879	7,189
31	Quebec and Lake St. John	36	.....	.....	.....	.....
32	Quebec Central	145	.....	.....	.....	.....
33	Quebec, Montreal, Ottawa and Occidental Joliette Laurentian	339	164,981	16,500	496,842	11,666
34	Stanstead, Shefford and Chambly	43	.....	.....	.....	.....
35	St. Lawrence and Ottawa	59	.....	3,275	.....	14,461
36	St. John and Maine	92	.....	.....	.....	.....

Description of Freight carried.

Live Stock.		Lumber of all kinds except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight carried.	Number.	Remarks.
No.	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.		
775	300	11,000,000	13,750	322	496	2,795	19,846	37,711	1	
36,010	3,905	19,800,174	19,964	.....	.....	36,833	7,182	82,495	2	
.....	75,606	.....	148,088	.....	2,583	103,562	963,334	2,135,811	3	
.....	.....	.....	.....	.....	.....	.....	.....	116,992	4	
.....	.....	.....	.....	.....	.....	.....	.....	1,078	5	No details furnished.
.....	.....	.....	.....	.....	.....	.....	.....	.....	6	No information.
.....	.....	13,500,000	18,640	450	900	.....	102	20,665	7	
.....	5,647	.....	6,756	.....	5,343	48,501	.....	88,466	8	
820	100	84,000	120	1,500	2,000	1,526	3,650	8,888	9	
.....	.....	.....	.....	.....	.....	.....	.....	41,426	10	No details.
.....	.....	.....	.....	.....	.....	.....	.....	.....	11	Not yet in regular operation.
.....	.....	.....	.....	.....	.....	.....	.....	3,295,288	12	No details.
.....	.....	.....	.....	.....	.....	.....	.....	.....	13	Including Port
.....	111,749	.....	255,036	.....	42,287	1,171,070	.....	2,302,570	14	Dover and Lake
.....	2,159	.....	7,991	.....	.....	.....	4,496	20,324		Huron, Stratford
.....	11,489	.....	51,390	.....	11,580	.....	30,861	166,242		and Huron, and
.....	3,490	.....	12,312	.....	15,825	.....	17,297	65,601		operated by
.....	570	.....	2,324	.....	3,806	.....	4,038	17,315		Grand Trunk.
.....	.....	.....	.....	.....	.....	.....	.....	.....		
.....	.....	.....	.....	.....	.....	.....	.....	8,047	15	
61,574	11,738	72,841,388	91,052	3,787	5,680	168,910	369,764	725,577	16	
.....	.....	.....	.....	.....	.....	.....	.....	.....	17	No information.
396	180	10,248,000	17,567	5,812	10,692	8,063	11,790	50,636	18	
.....	.....	.....	.....	.....	.....	.....	.....	.....	19	Purchased by Quebec Central.
.....	.....	.....	.....	.....	.....	.....	.....	77,234	20	No details.
2,432	1,520	5,848,613	129,252	698	1,000	3,659	35,211	202,095	21	
.....	.....	.....	.....	.....	.....	.....	.....	.....	22	No information. Included in Waterloo & Magog.
.....	.....	.....	.....	.....	.....	.....	.....	617,301	23	No details. Operated by Central Vermont Ry. Co
.....	.....	.....	.....	.....	.....	.....	.....	.....	24	No information.
.....	.....	.....	.....	.....	.....	.....	.....	224,854	25	No details furnished.
26,956	5,380	151,228,553	219,114	11,169	17,803	171,772	....	562,309	26	"Manufactured goods" include "all other articles."
.....	.....	6,870,000	8,570	.....	.....	.....	650	9,220	27	
.....	.....	.....	.....	.....	.....	.....	.....	.....	28	Included in Grand Trunk, Georgian Bay & Lake Erie.
.....	.....	.....	.....	.....	.....	.....	.....	.....	29	No information.
6,320	863	3,806,078	5,832	1,945	3,489	26,429	.....	45,336	30	
.....	.....	.....	.....	.....	.....	.....	.....	.....	31	No information.
.....	.....	5,085,000	10,260	.....	.....	.....	22,703	32,963	32	Only 4 months in operation.
16,476	6,767	23,516,257	35,584	53,223	50,698	40,587	120,516	282,319	33	
.....	.....	.....	.....	.....	.....	.....	.....	35,066	34	No details. Operated by Central
.....	928	.....	24,769	.....	.....	24,902	19,430	87,765	35	Vermont Ry. Co.
.....	.....	.....	.....	.....	.....	.....	.....	52,794	36	No details.

No. 5.—SUMMARY STATEMENT of Description

Number.	Name of Railway.	Mileage.	Flour.		Grain.	
			Barrels.	Tons.	Bushels.	Tons.
37	St. Martins and Upham					
38	South Eastern Lake Champlain and St. Lawrence Montreal, Portland and Boston	239	31,097	3,110	198,615	4,965
39	Spring Hill and Parrsboro'	32	1,700	170		
40	Toronto and Nipissing Lake Simcoe Junction	105·50	40,153	4,015	523,878	15,716
41	Toronto, Grey and Bruce	191	67,619	6,739	1,114,768	29,090
42	Victoria	50·51	4,230	423	84,527	2,536
43	Welland	25	80,412	8,041	2,363,944	71,634
44	Waterloo and Magog	23	870	87	2,023	32
45	Western Counties	67	4,049	404	691	14
46	Whitby, Port Perry and Lindsay	46·50	725	74	217,384	6,247
47	Windsor and Annapolis Windsor Branch	84 32	34,436	3,644		

of Freight carried—*Continued.*

Live Stock.		Lumber of all kinds except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight carried.	Number.	Remarks.
No.	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.		
.....	.....	.....	.....	.....	.....	.....	.....	.....	37	Under construction.
.....	1,682	23,256,800	29,071	.....	.....	.....	98,785	137,613	38	
.....	.....	.....	3,070	.....	.....	.....	6,962	10,202	39	
.....	2,624	9,459,778	16,670	33,814	59,175	7,532	14,841	120,573	40	
24,620	5,626	28,013,952	17,791	13,973	23,110	16,922	17,269	116,487	41	
.....	180	10,119,260	13,650	1,429	2,010	.....	20,672	39,471	42	
.....	50	.....	5,855	.....	.....	4,433	17,781	107,794	43	
.....	18	460,000	470	.....	.....	.....	7,486	8,093	44	
157	91	3,491,980	4,360	2,285	3,428	.....	3,882	12,179	45	
2,107	1,085	11,558,184	16,026	1,924	3,060	.....	12,357	38,849	46	
14,091	2,953	8,160,555	11,633	604	931	9,048	31,465	59,674	47	

No. 6.—Statement of Passenger Fares per Mile.

No.	Name of Railway.	Mileage.	Through Passengers.		Way Passengers.		Immigrants.		Remarks.
			1st Class.	2nd Class.	1st Class.	2nd Class.	Through.	Way.	
			Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	
1	Albert	51·50	3		3				
2	Canada Central	210	3½	2	3½	2	2	2	
3	Canada Southern	326·66	2½	2	2 11/16		1	1	
4	Canadian Pacific	229	2·64		3·55				
5	Carillon and Grenville	13	3	2 4/13	3 1/13	3 1/13		1	
6	Chatham Branch	9	3	2	3	2			
7	Cobourg, Peterboro' and Marmora	47	3						
8	Credit Valley	183·50							
9	Fredericton	22·50	3		4				
10	Grand Junction	90	3						
11	Grand Trunk and Leased Lines	1,156							
12	Great Western	902·71	2·156		2·646		0·996	0·703	Receipts not made up in separate classes.
13	London and Port Stanley				2·646				
14	Wellington, Grey and Bruce				2·646				
15	London, Huron and Bruce				2·646				
16	Brantford, Norfolk and Port Burwell				2·646				
17	Halifax and Cape Breton R'y and Coal Co	79·75			3	2			
18	Hamilton and North-Western								
19	Intercolonial	840	2	1½	3	2	⅞	1	
20	International	69·66							No information.
21	Kingston and Pembroke	63·50	3		3		3	3	
22	Massawippi Valley	34	2½	2½	3½				
23	Midland	143·65	3	2	3	2	2	2	
24	Missisquoi and Black River Railway	10·10							Included in Waterloo and Magog.
25	Montreal and Vermont Junction	23·63	2		3		1½		
26	New Brunswick	176	3		3½				
27	New Brunswick and Canada	127	3		3½				
28	Northern and North-Western	377·54	2		3		1½	2	
29	Petitcodiac and Elgin	14	3		3				
30	Prince Edward County	32·40	3		3				
31	Prince Edward Island	198·50	3	2	3	2			
32	Quebec and Lake St. John	36							No information.
33	Quebec Central	145	3½		3½				
34	Quebec, Montreal, Ottawa and Occidental	389	3	2½	3	2½	2	2	

35	Stanstead, Shefford and Chambly	43	3	.....	3	.....	.....	.....	
36	St. John and Maine	92	.....	.....	.....	.....	.....	.....	Not ported.
37	St. Lawrence and Ottawa	59	3	2	3½	2½	1	.....	
38	South-Eastern and Leased Lines	239	3	2	4	2½	.....	.....	
39	St. Martins and Upham	30	3	.....	3	.....	.....	.....	
40	Spring Hill and Parrsboro'	32	3	.....	.....	.....	.....	.....	
41	Toronto and Nipissing	105·50	3	.....	.....	.....	.....	.....	
42	Toronto, Grey and Bruce	191	3	.....	3	.....	2	2	
43	Victoria	23	3	.....	4	.....	.....	.....	
44	Waterloo and Magog	50·51	3	.....	3	.....	.....	.....	
45	Welland	25	3½	.....	3½	.....	.....	.....	
46	Western Counties	67	3·25	.....	3·66	2·50	.....	.....	
47	Whitby, Port Perry and Lindsay	46·50	2½	.....	3	.....	1½ to 2½	.....	
48	Windsor and Annapolis	84	2 7/10	1⅛	3	2	.....	.....	
49	Windsor Branch	32	.....	.....	.....	.....	.....	.....	

No. 7.—Summary Statement of Earnings.

Number.	Name of Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.	Other Sources.	Total.	Remarks.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1	Albert	51·50	4,792 34	13,920 69	1,076 40	1,660 35	21,449 78	
2	Canada Central	210·00	159,714 56	270,767 98	22,073 52	12,988 26	465,544 32	
3	Canada Southern	326·60	708,507 07	2,877,430 21	59,526 49	2,847 67	3,648,311 44	
4	Canadian Pacific	229·00	129,075 18	231,377 99	27,465 78	608 28	388,527 23	
5	Carillon and Grenville	13·00	.....	.....	.....	.....	5,780 09	No details.
6	Chatham Branch	9·00	1,129 47	6,322 98	901 44	.....	8,353 89	
7	Cobourg, Peterboro' and Marmora	47·00	1,455 04	11,827 44	.....	.....	14,282 48	
8	Credit Valley	183·50	86,512 34	113,262 23	.....	1,120 91	200,895 48	
9	Fredericton	22·50	12,163 50	8,408 15	1,828 50	.....	22,400 15	
10	Grand Junction	90·00	20,607 18	39,184 52	563 77	78 10	60,433 57	
11	Grand Southern	82·50	.....	.....	.....	.....	.....	Not yet in regular operation.
12	Grand Trunk and Leased Lines	1,156·00	2,986,690 64	7,502,061 38	327,511 78	45,379 30	10,861,643 10	
13	Grand Trunk, Georgian Bay and Lake Erie	90·00	.....	.....	.....	.....	.....	Included in Grand Trunk, and comprehending Port Dover and Lake Huron, and Stratford and Huron and Georgian Bay and Huron.
14	Great Western	902·71	1,556,751 06	3,075,514 89	138,625 91	4,000 00	4,774,891 86	
	London and Port Stanley	.....	41,606 81	21,348 71	3,875 53	.....	66,831 05	
	Wellington, Grey and Bruce	.....	160,911 23	188,234 93	21,585 23	.....	370,731 39	
	London, Huron and Bruce	.....	62,254 27	76,098 93	5,391 93	.....	143,748 13	
	Brantford, Norfolk and Port Burwell	.....	15,554 06	34,783 46	340 19	.....	50,677 71	
15	Halifax and Cape Breton Railway and Coal Co.	79·75	16,487 93	9,612 90	882 72	2,028 44	28,412 04	
16	Intercolonial	840·00	545,114 48	1,113,872 21	101,407 23	.....	1,760,393 92	
17	International	69·66	10,767 17	23,416 59	2,591 64	.....	36,775 40	
18	Kingston and Pembroke	63·50	10,649 80	45,660 08	3,153 76	.....	59,463 64	
19	Lévis and Kennebec	.....	.....	.....	.....	.....	.....	Included in Quebec Central.
20	Massawippi Valley	34·00	60,661 57	111,004 16	4,314 11	2,759 79	178,769 63	
21	Midland	143·65	83,805 13	238,293 23	8,575 97	3,410 22	334,084 55	
22	Missisquoi Valley	10·10	.....	.....	.....	.....	.....	Included in Waterloo and Magog Railway.
23	Montreal and Vermont Junction	23·60	45,915 57	172,240 75	5,504 00	.....	223,660 32	
24	New Brunswick	176·00	38,873 72	104,802 50	.....	1,219 90	144,896 12	
25	New Brunswick and Canada	127·00	41,720 07	182,127 31	4,924 72	.....	228,772 10	
26	Northern and North-Western	377·54	348,698 59	812,843 63	85,613 38	.....	1,247,155 60	"Mails and Express" include "Other Sources" also.
27	Petitcodiac and Elgin	14·00	575 65	5,732 10	320 48	.....	6,628 23	

28	Port Dover and Lake Huron..... Stratford and Huron	.....	.....	.....	.....	.....	.....	Included in Grand Trunk, Georgian Bay and Lake Huron.
29	Prince Edward County.....	32·40	13,017 38	5,572 89	2,663 76	.....	21,254 03	
30	Prince Edward Island.....	198·50	57,188 30	65,326 13	8,064 00	553 00	131,131 43	
31	Quebec and Lake St. John	36·00	1,627 43	7,248 10	.....	.....	8,875 53	Five months in operation.
32	Quebec Central.....	145·00	10,193 66	36,207 77	2,082 12	1,360 81	49,844 36	
33	Quebec, Montreal, Ottawa and Occidental ..... Joliette ..... Laurentian.....	339·00	412,442 29	326,720 53	20,457 37	37,959 65	797,579 84	
34	Stanstead, Shefford and Chambly.....	43·00	16,398 16	32,552 96	3,153 46	.....	52,104 58	
35	St. Lawrence and Ottawa.....	59·00	55,738 00	76,951 00	10,429 55	4,431 00	147,549 55	
36	St. John and Maine.....	92·00	68,062 50	53,722 33	10,961 78	.....	132,746 61	"Mails and Express" include "Other Sources."
37	St. Martins and Upham.....	30·00	.....	.....	.....	.....	.....	Under construction.
38	South-Eastern..... Lake Champlain and St. Lawrence ..... Montreal, Portland and Boston.	239·00	129,146 47	215,939 81	10,932 69	6,050 27	362,069 24	
39	Spring Hill and Parrsboro'.....	32·00	935 71	5,278 95	396 80	.....	6,581 46	
40	Toronto and Nipissing ..... Lake Simcoe Junction	105·50	61,806 39	124,964 31	11,404 82	2,060 12	200,235 64	
41	Toronto, Grey and Bruce.....	191·00	96,650 04	193 192 36	18,828 59	.....	308,670 99	
42	Victoria	55·50	16,375 56	25,841 95	2,804 48	.....	45,021 99	
43	Welland	25·00	22,183 10	60,288 04	2,417 04	13,064 00	97,952 18	
44	Waterloo and Magog.....	23·00	3,253 71	8,487 10	1,227 49	.....	12,968 30	
45	Western Counties.....	67·00	19,583 83	10,675 28	916 53	420 10	31,595 74	
46	Whitby, Port Perry and Lindsay.....	46·50	11,661 90	31,645 52	1,674 96	562 85	45,545 23	
47	Windsor and Annapolis..... ..... Windsor Branch.....	84·00	76,025 79	95,817 54	9,656 48	769 11	182,268 92	
		32·00	.....	.....	.....	.....	.....	
		7,260·51	8,223,254 70	18,666,982 52	946,159 40	145,332 63	27,987,508 84	

No. 8.—Summary Statement of Operating Expenses.

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.	Working and Repairs of Cars.	General Operating Expenses.	Total.	Remarks.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1	Albert	51·50	6,780 02	5,450 57	1,971 53	4,644 28	18,846 40	
2	Canada Central	210	71,902 75	70,517 33	20,076 00	85,028 74	247,524 82	
3	Canada Southern	326·60	326,742 06	554,228 98	305,041 96	1,402,586 86	2,588,599 86	
4	Canadian Pacific	229	66,607 82	107,940 31	44,467 97	128,080 65	347,096 75	
5	Carillon and Grenville	13	.....	.....	.....	.....	6,044 23	Details not furnished.
6	Chatham Branch	9	.....	.....	.....	.....	.....	No information.
7	Cobourg, Peterboro' and Marmora	47	2,452 30	4,106 00	852 00	7,248 00	14,658 30	
8	Credit Valley	183·50	52,386 40	59,850 94	9,329 78	94,847 25	216,414 37	
9	Fredericton	22·50	2,399 72	5,485 00	375 00	5,268 00	13,527 72	
10	Grand Junction	90	.....	.....	.....	.....	48,172 00	No details furnished.
11	Grand Southern	82·50	.....	.....	.....	.....	.....	Not yet in regular operation.
12	Grand Trunk and leased lines	1,156	1,265,358 81	2,642,259 94	784,677 64	2,716,878 37	7,409,174 76	
13	Grand Trunk, Georgian Bay and Lake Erie	90	.....	.....	.....	.....	.....	Including Georgian Bay and Wellington, Pt. Dover and Lake Huron, and Stratford and Huron—the whole operated by Grand Trunk.
14	Great Western	902·71	614,425 60	810,698 34	338,055 70	1,378,459 42	3,141,639 06	
	London and Port Stanley	.....	25,236 15	13,925 76	3,444 91	12,718 50	55,325 32	
	Wellington, Grey and Bruce	.....	186,421 59	79,564 61	19,002 33	64,434 81	349,423 34	
	London, Huron and Bruce	.....	48,059 55	29,148 41	8,417 85	20,459 33	106,085 14	
	Brantford, Norfolk and Pt. Burwell	.....	31,246 28	9,245 93	1,788 56	9,348 09	51,628 86	
15	Halifax and Cape Breton Railway and Coal Co	79·75	10,544 64	6,183 77	9°8 20	11,734 11	29,370 72	
16	Intercolonial	840	380,312 89	586,998 84	247,242 99	528,051 80	1,759,851 27	Including car mileage, $17,-244.75.
17	International	69·66	12,673 90	*7,328 55	.....	12,143 16	32,145 61	
18	Kingston and Pembroke	63·50	21,895 57	15,734 74	2,178 27	10,713 22	50,521 80	
19	Lévis and Kennebec	.....	.....	.....	.....	.....	.....	Included in Quebec Central.
20	Massawippi Valley	34	43,237 34	*34,512 02	.....	37,996 01	115,745 37	
21	Midland	143·65	63,262 66	77,386 45	.....	45,881 30	186,500 41	

22	*Missisquoi Valley*	10·10	.....	.....	.....	.....	.....	Included in Waterloo and Magog.
23	Montreal and Vermont Junction	23·60	21,079 43	37,721 43	26,678 97	25,864 56	111,344 39	
24	New Brunswick	176	.....	.....	.....	.....	121,730 97	No details furnished.
25	New Brunswick and Canada	127	44,668 93	43,404 54	11,095 73	30,509 13	129,678 33	
26	Northern and North-Western	377·54	188,770 33	195,816 29	45,536 70	349,430 15	779,553 47	
27	Petitcodiac and Elgin	14·00	.....	.....	.....	.....	5,562 65	do do
28	Port Dover and Lake Huron Stratford and Huron	.....	.....	.....	.....	.....	.....	Included in Grand Trunk, Georgian Bay and Lake Erie.
29	Prince Edward County	32·40	.....	.....	.....	.....	20,150 00	No details furnished.
30	Prince Edward Island	198·50	96,961 35	45,025 92	14,571 44	46,564 17	203,122 88	
31	Quebec and Lake St. John	36	715 36	*2,548 97	.....	2,098 85	5,363 18	Five months in operation.
32	Quebec Central	145	15,632 17	4,747 66	8,425 32	5,947 80	34,752 95	
33	Quebec, Montreal, Ottawa & Occidental Joliette Laurentian	339	143,702 64	193,032 60	47,550 45	266,215 30	650,500 99	
34	Stanstead, Shefford and Chambly	43	32,707 89	16,767 23	8,250 56	13,325 07	71,050 75	
35	St. Lawrence and Ottawa	59	21,607 63	36,309 83	8,333 69	42,410 65	108,661 80	
36	St. John and Maine	92	31,377 37	32,139 40	25,889 22	25,462 71	114,868 70	
37	St. Martins and Upham	.....	.....	.....	.....	.....	.....	
38	South-Eastern Lake Champlain and St. Lawrence Montreal, Portland and Boston	239	68,971 48	35,986 00	21,973 74	141,768 73	268,699 95	
39	Spring Hill and Parrsboro'	27	.....	†7,698 21	.....	618 81	8,317 02	
40	Toronto and Nipissing Lake Simcoe Junction	105·50	28,710 22	51,308 00	13,792 88	37,829 30	131,640 40	
41	Toronto, Grey and Bruce	191	69,859 52	82,128 93	17,740 52	91,943 39	261,672 36	
42	Victoria	55·50	9,951 51	7,563 52	4,860 53	6,238 33	28,613 89	
43	Welland	25	14,632 04	17,685 39	6,717 18	28,159 28	67,193 89	
44	Waterloo and Magog	23	5,744 29	3,683 91	883 74	2,302 82	12,614 76	
45	Western Counties	67	12,274 20	5,824 24	862 06	7,275 98	26,236 48	
46	Whitby, Port Perry and Lindsay	46·50	8,060 96	9,008 41	2,040 74	9,410 57	28,520 68	
47	Windsor and Annapolis Windsor Branch	84 32	67,724 41	26,753 79	12,180 47	36,613 16	143,271 83	
			4,115,097 78	5,975,719 96	2,065,214 63	7,747,510 66	20,121,418 43	

* Both engine and car expenses. † Including general maintenance.

No. 9.—SUMMARY

Number.	Name of Railway.	Mileage.	Passengers, Employés or Others.	Fell from cars or engines.		Jumping on or off trains or engines when in motion.		At work on or near track, making up trains.		Putting arms or heads out of window.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Albert	51·50									
2	Canada Central	210·00	Employés								
3	Canada Southern	326·60	Employés								
			Others			2	1				
4	Canada Pacific	229·00									
5	Carillon and Grenville	13·00									
6	Chatham Branch	9·00									
7	Cobourg, Peterboro' and Marmora	47·00									
8	Credit Valley	183·50	Employés	1							
			Others								
9	Fredericton	22·50									
10	Grand Junction	90·00									
11	Grand Southern	82·50									
12	Grand Trunk	1,156·00	Passengers	2							
			Employés			1					
			Others	2		1					
13	Grand Trunk, Georgian Bay and Lake Erie	90·00									
14	Great Western	902·71	Passengers		1		3				
			Employés		3						
			Others			1	1				
15	Wellington, Grey and Bruce										
16	London and Port Stanley		Passengers								
17	London, Huron and Bruce		Employés		1						
			Others								
18	Brantford, Norfolk and Port Burwell										
19	Intercolonial	840·00	Passengers		2						
			Employés	4	3		3		23		
			Others	1			3				
20	International	69·66									
21	Kent Northern										
22	Kingston and Pembroke	63·50									
23	Massawippi Valley	34·00									
24	Midland	143·65	Employés	1		1			3		
			Others								
25	Missisquoi Valley	10 10									
26	Montreal and Vermont Junction	23·60									
27	New Brunswick and Canada	127·00	Employés						1		
28	Northern and North-Western	377·54	Passengers								
			Employés		1	1			4		
			Others		2						
29	Petitcodiac and Elgin	14 00									
30	Prince Edward County	32·40									
31	Prince Edward Island	198·50	Passengers								
32	Quebec and Lake St. John	36·00	Employés					1			
33	Quebec Central	145·00									
34	Quebec, Montreal, Ottawa and Occidental	339·00	Passengers								
			Employés	1	1		1				
			Others								
35	St. Lawrence and Ottawa	59·00	Passengers								
			Employés								
	Carried forward			12	14	7	12	1	31		

OF ACCIDENTS.

Coupling Cars.		Collisions, or by trains thrown from track.		Walking, standing, lying or being on track.		Explosions.		Striking bridges.		Other causes.		Totals.		Number.	Remarks.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	No information.
1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	3	
.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	3	2		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	do
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	
.....	.....	1	.....	4	.....	.....	.....	.....	.....	.....	.....	6	.....	8	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....		
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	12	
.....	.....	.....	.....	17	.....	.....	.....	.....	.....	.....	.....	20	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4		
.....	14	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	20	14	
.....	.....	.....	.....	8	2	.....	.....	.....	.....	.....	.....	9	3		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	...	16	
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	17	
.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	4	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2		
.....	26	2	1	1	.....	.....	.....	.....	.....	.....	.....	7	56	19	
.....	.....	1	1	5	5	.....	.....	.....	.....	.....	.....	7	9		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	
.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	6	24	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	27	
.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....		
.....	2	1	4	.....	.....	.....	.....	1	2	.....	.....	4	12	28	
.....	.....	.....	2	4	1	.....	.....	.....	.....	.....	.....	4	5		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	
.....	.....	.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	31	
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	32	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	
.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1		
.....	1	2	.....	1	1	.....	.....	.....	.....	.....	1	4	5	34	
.....	.....	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	6	.....		
.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	35	
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1		
4	49	9	22	52	11	.....	1	3	.....	.....	2	88	142		

No. 9.—SUMMARY OF

Number.	Name of Railway.	Mileage.	Passengers, Employés or Others.	Fell from cars or engine.		Jumping on or off trains or engines when in motion.		At work on or near track, making up trains.		Putting arms or heads out of window.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Brought forward			12	14	7	12	1	31		
36	South-Eastern	239·00	Passengers	1							
			Employés	1				1			
			Others								
37	Spring Hill and Parrsboro'	32·00									
38	Stanstead, Shefford and Chambly	43·00									
39	St. John and Maine	92·00	Passengers								
			Employés								
40	Toronto and Nipissing	105·50									
41	Toronto, Grey and Bruce	191·00	Employés								
			Others								
42	Victoria	55 50									
43	Waterloo and Magog	23·00									
44	Welland	25·00	Employés		1						
45	Western Counties	67·00									
46	Whitby, Port Perry and Lindsay	46·50									
47	Windsor and Annapolis	116·00	Employés	1							
			Others								
	Total			15	15	7	12	2	31		

ACCIDENTS—*Concluded.*

Coupling Cars.		Collisions, or by trains thrown from track.		Walking, standing, lying or being on track.		Explosions		Striking bridges.		Other causes.		Totals.			Remarks.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.	
4	49	9	22	52	11	.....	1	3	.....	.....	2	88	142		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	} 36	
.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	4	.....		
.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1	1		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	} 39	
.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	} 41	
.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1	1		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	44	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	} 47	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....		
4	51	11	22	56	13	.....	1	4	.....	.....	2	99	147		

No. 10.—Lines of Railway owned by Coal and Iron Mines.

Name.	Length of Railway.	Gauge.	No. of Engines.	No. of Waggons.	Remarks.
Nova Scotia.		ft. in.			
Albion	11	4 8½	6	350	
Intercolonial	7	4 8½	3	89	
"	2·75	5 6			
Nova Scotia Coal Co.	6·75	5 6	2	78	
Vale Coal and Iron Co.	6·25	4 8½	1	.....	Cars furnished by Intercolonial Railway.
Acadia Coal Co.	3	4 8½	1	2	Business done with I.C.R., G.T.R., and W. & A. cars.
Spring Hill	6	4 8½	1	.....	Cars furnished by Intercolonial Railway.
Steel Company of Canada	7·50	4 8½	2	10	
do do	3	3 0	2	20	
	53·25	.....	18	549	
					Gauge. Miles.
					5 ft. 6 in. 13·75
					4 " 8½ " 36·50
					3 " 0 " 3
					Total..... 53·25
Cape Breton.					
Campbellton	2	3 6	1	40	
Glace Bay	0·53	4 8½	1	154	
Sydney	4·22	4 8½	3	165	
Sydney and Louisburg	42	3 0	4	288	Including late Cape Breton Co
Gowrie	0·50	3 7	1	90	
International	12	4 8½	3	145	
Lingan	1·50	3 6½	1	90	
Victoria	4	4 8½	1	44	Not at present in operation.
	66·75	.....	15	1,016	
					Gauge. Miles.
					4 ft. 8½ in. 20·75
					3 " 7 " 0·50
					3 " 6½ " 1·50
					3 " 6 " 2
					3 " 0 " 42
					Total..... 66·75

No. 11.—Statement of Aid granted to Railways by Governments.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
Dominion Government.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Canada Central			1,440,600 00			
Canadian Pacific			58,748,258 00			
Grand Trunk	15,142,633 33					
Intercolonial			38,974,452 44			
Prince Edward Island			3,466,588 57			
Toronto, Grey and Bruce			2,656 00			
Windsor and Annapolis			1,089,674 00			
		15,142,633 33		103,722,229 01		
Ontario Government.						
Canada Atlantic			270,000 00			
Canada Southern			147,858 65			
Cobourg, Peterboro' and Marmora			18,740 00			
Credit Valley			463,500 00			
Grand Junction			182,500 00			
Grand Trunk, Georgian Bay and Lake Erie			336,000 00			
Hamilton and North-Western			565,020 00			
Kingston and Pembroke			453,522 50			
London, Huron and Bruce			178,630 08			
Midland			168,350 20			
Northern			196,188 09			
*Port Dover and Lake Huron						
*Stratford and Huron						
Prince Edward County			126,000 00			
Toronto and Nipissing			105,212 00			
Lake Simcoe Junction			53,000 00			
Toronto, Grey and Bruce			375,282 00			
Victoria			312,000 00			
Wellington, Grey and Bruce			241,276 00			
Whitby, Port Perry and Lindsay			94,957 59			
				4,288,037 02		
Carried forward		15,142,633 33		108,010,266 03		

* Included in Grand Trunk, Georgian Bay and Lake Erie.

No. 11.—Statement of Aid granted to Railways by Government—*Concluded.*

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Brought forward		15,142,633 33		108,010,266 03		
Quebec Government.						
International			364,536 22			
Lake Champlain and St. Lawrence			380,000 00			
Laurentian			57,000 00			
*Lévis and Kennebec						
Missisquoi and Black River Valley			142,500 00			
Montreal, Portland and Boston			85,000 00			
Quebec and Lake St. John			600,000 00			
Quebec Central			681,250 00			
Quebec, Montreal, Ottawa and Occidental	6,116,956 00		4,227,000 00			
South-Eastern			444,006 00			
Waterloo and Magog		6,116,956 00	172,000 00			
				7,096,286 22	100,000 00	100,000 00
New Brunswick Government.						
Albert			455,000 00			
Chatham Branch			32,000 00			
Fredericton			225,000 00			
Grand Southern			410,000 00			
Kent Northern			185,000 00			
New Brunswick			76,000 00			
New Brunswick and Canada			575,000 00			
Petitcodiac and Elgin			70,000 00			
St. Martins and Upham			150,000 00			
				2,183,000 00		

Nova Scotia Government.						
Halifax and Cape Breton Railway and Coal Company			586,090 59			
Nova Scotia, Nictaux and Atlantic			440,000 00			
Spring Hill and Parrsboro'			144,230 00			
Western Counties			679,100 00			
				1,849,420 59		
		21,259,589 33		119,138,972 84		100,000 00

* Included in Quebec Central.

No. 11.—Statement of Aid granted to Railways by Municipalities, &c.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
Ontario.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Township of Bambridge	Canada Atlantic			20,000 00			
do Russell	do			10,000 00			
City of Ottawa	do			100,000 00			
Renfrew	Canada Central						
Horton	do				130,000 00		
Adamstown	do					30,000 00	
Pembroke	do			75,000 00		7,500 00	
						5,000 00	
County of Elgin	Canada Southern			200,000 00			42,500 00
Township of Townsend	do			30,000 00	75,000 00		
do Durham	do			15,000 00			
do Anderson	do			15,000 00			
Town of St. Thomas	do			25,000 00			
Township of Malden	do			15,000 00			
Town of Amherstburg	do			15,000 00			
South Norwich	do			7,500 00			
Northumberland and Durham Savings Bank	Cobourg, Peterboro' & Marmora			113,500 00	322,500 00		
County of Oxford	Credit Valley			200,000 00			
do Wellington	do			135,000 00	113,500 00		
do Waterloo	do			110,000 00			
do Peel	do			75,000 00			
do Halton	do			70,000 00			
City of Toronto	do			350,000 00			
do St. Thomas	do			50,000 00			
Town of Milton	do			30,000 00			
do Brampton	do			20,000 00			
do Ingersoll	do			10,000 00			
do Orangeville	do			15,000 00			
Village of Streetsville	do			20,000 00			
					1,085,000 00		

Township of Woodhouse	Grand Trunk, Georgian Bay and Lake Erie			15,000 00			
Town of Simcoe	do do			10,000 00			
Township of South Norwich	do do			10,000 00			
do North do	do do			40,000 00			
Town of Woodstock	do do						
Township of East Oxford	do do			25,000 00			
do Woodstock				25,000 00			
Town of Woodstock				60,000 00			
do Stratford							
County of Perth				120,000 00			
Township of Mornington				40,000 00			
do Elma				10,000 00			
Town of Listowel				15,000 00			
Township of Wallace				10,000 00			
Town of Palmerston				30,000 00			
Township of Minto				25,000 00			
Town of Harriston				20,000 00			
Township of Normanby				80,000 00			
do Bentwick				65,000 00			
do Brant				20,000 00			
do Elderslie				45,000 00			
do Arran				45,000 00			
do Amabel				43,000 00			
do Kippel				32,000 00			
do Albermarle				10,000 00			
Town of Mount Forest				22,000 00			
Township of Egremont				60,000 00			
do Glenelg				20,000 00			
Town of Durham				32,000 00			
					929,000 00		
City of Belleville	Grand Junction			150,000 00			
Village of Stirling	do			5,000 00			
Township of Rawdon	do			10,000 00			
do Seymour	do			35,000 00			
do Percy	do			8,000 00			
do Asphodel	do						
					213,000 00		50,000 00
County of Frontenac	Kingston and Pembroke			170,000 00			
City of Kingston	do do			318,000 00			
					488,000 00		
do Hamilton	Hamilton and North-Western			99,733 00			
County of Halton	do do			75,791 00			
	Carried forward			175,524 00	3,356,000 00		92,500 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
ONTARIO—*Continued.*	Brought forward.....	.....	.....	175,524 00	3,356,000 00	.....	92,500 00
Village of Georgetown.....	Hamilton and North-Western.....	.....	.....	11,289 00			
County of Peel.....	do do	.....	.....	30,974 00			
do Simcoe.....	do do	.....	.....	354,007 00			
Town of Collingwood	do do	.....	.....	12,084 00			
Township of Innisfil.....	do do	.....	.....	22,592 00			
do Woodhouse.....	do do	.....	.....	20,740 00			
do Adjala.....	do do	.....	.....	2,500 00			
do Essa	do do	.....	.....	2,500 00			
do Tossoronto	do do	.....	.....	10,000 00			
do Mulmur.....	do do	.....	.....	5,000 00			
Village of Alliston.....	do do	.....	.....	8,000 00			
Not stated.....	do do	.....	.....	.....	.....	100,000 00	
Township of Nottawasaga.....	do do	.....	.....	20,386 00			
					675,596 00		100,000 00
do East Gwillimbury...	Lake Simcoe Junction.....	.....	.....	45,000 00			
do North do ...	do	.....	.....	20,000 00			
do Georgina	do	.....	.....	20,000 00			
do Whitchurch.....	do	.....	.....	15,000 00			
					100,000 00		
do London.....	London, Huron and Bruce	.....	.....	15,000 00			
do Stephen.....	do do	.....	.....	17,500 00			
do Osborne.....	do do	.....	.....	25,000 00			
do Hay.....	do do	.....	.....	15,000 00			
do Goderich	do do	.....	.....	15,000 00			
do E. Wawanosh.....	do do	.....	.....	25,000 00			
do Hallet	do do	.....	.....	25,000 00			
do Tuckersmith.....	do do	.....	.....	10,000 00			
do Turnberry.....	do do	.....	.....	5,000 00			
do Morris	do do	.....	.....	10,000 00			

do Stanley	do	do			10,000 00			
Village of Clinton	do	do			20,000 00			
do Exeter	do	do			10,000 00			
do Kincardine and Wigan	do	do			9,000 00			
County of London	do	do			100,000 00			
						311,500 00		
Thorah	Midland				50,000 00			
Port Hope	do				30,000 00			
Orillia and Matchedash	do				12,500 00			
Town of Orillia	do				12,500 00			
Tay	do				21,370 85			
Omemee	do				2,000 00			
Mara	do				12,500 00			
Peterborough	do				4,000 00			
						144,870 85		
City of Toronto	Northern				100,000 00		190,000 00	
County of Simcoe	do						200,000 00	
Town of Barrie	do				30,000 00			
do Orillia	do				12,500 00			
Townships of Collingwood, Euphrasia and St. Vincent	do				99,480 00			
						241,980 00		390,000 00
Trenton Village	Prince Edward County				10,000 00			
Wellington Village	do				2,500 00			
Town of Picton	do				21,000 00			
Prince Edward County	do				60,000 00			
Not stated	do							
						93,500 00		
From various municipalities	Toronto and Nipissing				376,702 59			
						376,702 59		
Albion	Toronto, Grey and Bruce				40,000 00			
Caledon	do	do			45,000 00			
Mono	do	do			45,000 00			
Amaranth	do	do			30,000 00			
Arthur	do	do			35,000 00			
Orangeville	do	do			15,000 00			
Mount Forest	do	do			20,000 00			
Toronto	do	do			350,000 00			
County of Grey	do	do			300,000 00			
Owen Sound	do	do			5,000 00			
Minto	do	do			15,000 00			
Howick	do	do			35,000 00			
Gorrie and Wroxeter	do	do			5,000 00			
Teeswater	do	do			5,000 00			
Culross	do	do			38,000 00			
Turnberry	do	do			5,000 00			
						988,000 00		
	Carried forward					6,288,149 44		582,500 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
ONTARIO—*Continued.*		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
	Brought forward				6,288,149 44		582,500 00
Town of Lindsay	Victoria			85,000 00			
Village of Fenelon Falls	do			25,000 00			
Verulam and Somerville	do			22,000 00			
County of Haliburton	do			54,000 00			
					186,000 00		
Fergus	Wellington, Grey and Bruce			10,000 00			
Peel	do do			40,000 00			
Elora	do do			10,000 00			
Maryboro'	do do			40,000 00			
Nichol	do do			10,000 00			
Wallace	do do			35,000 00			
Minto	do do			65,000 00			
Bruce	do do			278,000 00			
Howick	do do			20,000 00			
Listowell	do do			15,000 00			
Grey	do do			35,000 00			
Elma	do do			30,000 00			
Morris	do do			30,000 00			
W. Wawanosh	do do			18,000 00			
Ashfield	do do			10,000 00			
Turnberry	do do			28,000 00			
Kincardine	do do			8,000 00			
					682,000 00		
Town of Whitby	Whitby, Port Perry and Lindsay			70,000 00		10,000 00	
Township of Whitby	do do			15,000 00			
do Reach	do do			30,000 00			
do Scugog	do do			2,000 00			
County of Victoria	do do			85,000 00			
Village of Port Perry	do do			20,000 00			
Brown & Patterson, Manufacturing Company	do do			94 93			
					222,094 93		10,000 00
					7,378,244 37		592,500 00

QUEBEC.							
County of Compton	International					225,000 00	
							225,000 00
St. Pie	Lake Champlain & St. Lawrence					20,000 00	
L'Ange Gardien	do do					10,000 00	
St. Paul	do do					6,000 00	
Not stated	do do					15,000 00	
							51,000 00
Ascot	Massawippi Valley					40,000 00	
Hatley	do					25,000 00	
							65,000 00
Township of Melbourne & Brompton Gore	Missisquoi & Black River Valley					25,000 00	
Township of Ely	do do					20,000 00	
do North Studley	do do					20,000 00	
do Bolton	do do					20,000 00	
							85,000 00
Chambly Canton	Montreal, Portland and Boston					15,000 00	
do Basin	do do					10,000 00	
							25,000 00
City of Quebec	Quebec and Lake St. John					100,000 00	
							100,000 00
St. Gabriel, Valcartier, St. Catherine and St. Raymond	do do			7,000 00			
City of Montreal	Quebec, Montreal, Ottawa and Occidental, East and West Divisions	1,000,000 00			7,000 00		
City of Quebec	do do	1,000,000 00					
do Three Rivers	do do	100,000 00					
County of Ottawa	do do	200,000 00					
St. Sauveur de Quebec	do do	25,000 00					
Coté St. Louis	do do	25,000 00					
Village of St. Thérèse	do do	12,000 00					
Parish of do	do do	12,000 00					
do St. Jerome	do do	10,000 00					
Village of St. Jerome	Quebec, Montreal, Ottawa and Occidental, East & West Div	15,000 00					
St. Scholastique	do do	10,000 00					
St. Andrews	do do	25,000 00					
St. Jerusalem, of Argenteuil	do do			25,000 00			
			2,434,000 00		25,000 00		
L'Avenir	South Eastern						
County of Brome	do					50,000 00	
Township of Brome	do					50,000 00	
do Sutton	do					63,000 00	
do Potton	do					25,000 00	
do Farnham	do					20,000 00	
	Carried forward	2,384,000 00			32,000 00		551,000 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
QUEBEC—*Concluded.*	Brought forward	2,384,000 00			32,000 00		551,000 00
Village of West Farnham	do					5,000 00	
do East do	do					5,000 00	
do Waterloo	do					30,000 00	
do Drummondville	do					15,000 00	
County of Drummond	do					90,000 00	
Township of Wickham	do					10,000 00	
do St. Germin	do					15,000 00	
do Sorel	do					40,000 00	
Village of Actonvale	do					15,000 00	
do Roxton Falls	do					15,000 00	
Township of Roxton	do					20,000 00	
do Shefford	do					50,000 00	
do West Wickham	do					10,000 00	
Municipality of Magog	Waterloo and Magog				15,000 00		528,000 00
			2,434,000 00		47,000 00		1,079,000 00
NEW BRUNSWICK.							
Hillsboro', Hopewell and Harvey Parishes	Albert			40,000 00			
Coverdale, Hillsboro', Hopewell and Harvey Parishes	do			30,000 00	70,000 00		
City of Fredericton	Fredericton			50,000 00			
County of York	do			30,000 00	80,000 00		
Parish of St. George	Grand Southern	2,250 00					
do Pennfield	do	500 00					
Lepreaux	do	500 00					
			3,000 00				

Town of Fort Fairfield	New Brunswick			12,000 00			
do Lynden	do			11,000 00			
					23,000 00		
City of Calais	New Brunswick and Canada			12,500 00			
do Houlton	do do			22,000 00			
do St. Stephen	do do			13,000 00			
					47,500 00		
Parish of Elgin	Petitcodiac and Elgin			13 000 00			
					13,000 00		
NOVA SCOTIA.			3,000 00		233,500 00		
Township of Yarmouth	Western Counties					100,000 00	
Counties	do			150 000 00			100,000 00
					150,000 00		
MANITOBA.							
City of Winnipeg	Canadian Pacific			200,000 00			
					200,000 00		

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—*Concluded.*

SUMMARY.

—	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.	Grand Totals.	
Governments.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion	15,142,633 33		103,722,229 01				118,864,862 34	
Ontario			4,288,037 02				4,288,037 02	
Quebec	6,116,956 01		7,096,286 22		100,000 00		13,313,242 22	
New Brunswick			2,183,000 00				2,183,000 00	
Nova Scotia			1,849,420 59			100,000 00	1,849,420 59	
		21,259,589 34		119,138,972 84				140,498,562 17
Municipalities, &c.								
In Ontario			7,378,244 37		592,500 00		7,970,744 37	
Quebec	2,434,000 00		47,000 00		1,079,000 00		3,560,000 00	
Nova Scotia			150,000 00		100,000 00		250,000 00	
New Brunswick	3,000 00		233,500 00				236,500 00	
Manitoba			200,000 00				200,000 00	
		2,437,000 00		8,008,744 37		1,771,500 00		12,217,244 37
		23,696,589 34		127,147,717 21		1,871,500 00		152,715,806 54